Report by the Railway Board

on

Indian Railways

for the years

1934-35 & 1935-36

(Vols. I & II)

00134518

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OF THE
ROYAL ASIATIC SOCIETY.
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(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s*. 9*d*.

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20. (Corrected up to 1st July 1933.)

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TECHNICAL PAPERS.

(5) Over 291 papers have been published by the Railway Board's office. The papers comprise :—

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(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
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„ 153.	River training and control on the guide bank system	F. J. E. SPRING.
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„ 291.	Controller Concrete	A. W. CRIPS VILLIERS, B.A., B.A.I.

The prices of the papers vary from annas Three to Rupees Fifteen.

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1934-35

Volume I

134518

26/56/35

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CHAPTER IV.—TRANSPORTATION AND WORKING.

	Page.
Statistics	35
Speed of goods trains	36
Loads of goods trains	36
Wagon usage	36
Punctuality of passenger trains	38
System of ticket checking	38
Road motor competition	41
Mela Traffic	44
Wagon position	45
Neutral examination of interchanged wagon stock	45
Railway Collieries	45

CHAPTER V.—ROLLING STOCK AND MATERIALS.

Additions to equipment	49
Supply of rails and fish-plates from indigenous sources	49
Development of the use of indigenous timbers for carriage building	49
Wooden Sleeper Purchase Organisation	50
Value of railway materials purchased	51
Value of indigenous stores purchased by the State-owned Railways and the value of stores purchased by all railways through the Indian Stores Department	51
Purchase of stores by Railways through the Indian Stores Department	51
Cost of maintenance and supply of locomotive power and cost of maintenance and operation of Carriage and Wagon Stock	52
Central Standards Office	52
Locomotive Standards Committee	53
Carriage and Wagon Standards Committee	54
Bridge Standards Committee	54
Track Standards Committee	54
Signalling and Interlocking Standards Committee	54

CHAPTER VI.—STAFF.

Number of staff	56
Cost of staff	56
Indianisation—	
Recruitment of superior officers—	
State-managed Railways	58
Company-managed Railways	59
Review of the progress made since 1925	61
Representation of minority communities in Railway Services	64
Training of staff—	
Area Schools	66
Improvements in the service conditions of the staff—	
Hours of Employment Regulations	67
Welfare—	
Assistance from railway funds to railway employees for the education of their children	67
Staff Benefit Fund	67
Railway Sports	68
Report of the Royal Commission on Labour	68
Emergency cut in pay	68
Revision of the scales of pay of future entrants into the superior and subordinate services	68
Security of service—Rules regarding the discharge and dismissal of State Railway non-gazetted Government servants	68
Meetings with the All-India Railwaymen's Federation	69

CHAPTER VII.—AMENITIES FOR PASSENGERS.

	Page.
Booking Offices	70
Waiting rooms and waiting halls	71
Covered and raised platforms	72
Refreshment rooms for Hindus and Mohammedans	73
Vendors' stalls in waiting halls and on platforms	73
Water supply for passengers	75
Restaurant or buffet car services	77
Improvements carried out in existing lower class carriages	79
Improvements carried out in the latrines of third class carriages	79
Arrangements to ensure cleanliness of latrines in passenger trains	80
Reserved lower class compartments for women—Arrangements made to distinguish women's compartments at night	82
Overcrowding in third class carriages	82

CHAPTER VIII.—MISCELLANEOUS.

Accidents	83
Damage by earthquakes, floods and cyclones	87
Publicity	87
Anti-malarial measures	90

APPENDICES.

A.—List of Railways in India	93
B.—Relations of the Government to Railways in India	98
C.—Organisation for Government control	103
D.—Separation of Railway finance from General finance	109
E.—Financing of branch lines of Railways	111
F.—Statement of—	
(i) Gazetted officers	115
(ii) Senior subordinates	119
G.—Statement of appointments created and vacancies filled—	
State-managed Railways	123
Company-managed Railways	123
H.—Officers of the Railway Department (Railway Board) and attached offices	126

LIST OF PHOTOGRAPHS.

	Facing page
1. Nerbudda bridge at Broach. North end-track laid to camber of spans [*B. B. & C. I.*]	1
2. Dry dock at Mandapam [*S. I.*]	6
3. Nerbudda bridge at Broach. Flotation of span No. 10 [*B. B. & C. I.*]	16
4. New Chambal bridge superstructure. Standard H. M. Loading, 1934 [*G. I. P.*]	31
5. Type of Senior Scale Officer's Bungalow built at Jamalpur to replace those destroyed in the earthquake, 1934 [*E. I.*]	34
6. Restoration of the breach of September 1933 of the right guide bund of Hardinge Bridge [*E. B.*]	35
7. All-electric power signal interlocking lever frame with illuminated signal and track diagram and Block Signalman's table at Bandra Station [*B. B. & C. I.*]	38
8. "Y. B." Class Engine built in the Ajmer Shops [*B. B. & C. I.*]	55
9. General view of the B. R. Singh Hospital, Sealdah [*E. B.*]	67
10. New Chambal bridge superstructure. Standard H. M. Loading, 1934 [*G. I. P.*]	72
11. III Class Diesel Rail Car [*M. & S. M.*]	79
12. Washout of Ranthali Bridge on Chaparmukh Silghat Railway [*A. B.*]	87
13. Pujah Bazar Special, 1934 [*E. B.*]	88

DIAGRAMS AND MAP.

	Facing page
1. Diagram showing total Capital outlay, gross earnings, working expenses and length in miles	1
2. Graphs showing receipts and expenditure of State-owned Railways including worked lines 1934-35	10
3. Graphs showing number of passengers carried and passenger miles . . .	24
4. Graphs showing number of locomotives, boilers, carriages and wagons provided for in programme of Class I Railways	49
5. Diagrams showing (i) percentage of value of indigenous stores purchased by State Railways to total since 1927-28 and (ii) total value of orders placed by State Railways through the Indian Stores Department since 1927-28 .	51
6. Graphs showing cost of maintenance and supply of locomotive power per 1,000 gross ton miles and cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles	52
Map of India showing railways open and under construction on 31st March 1935	In the pocket of the back cover.

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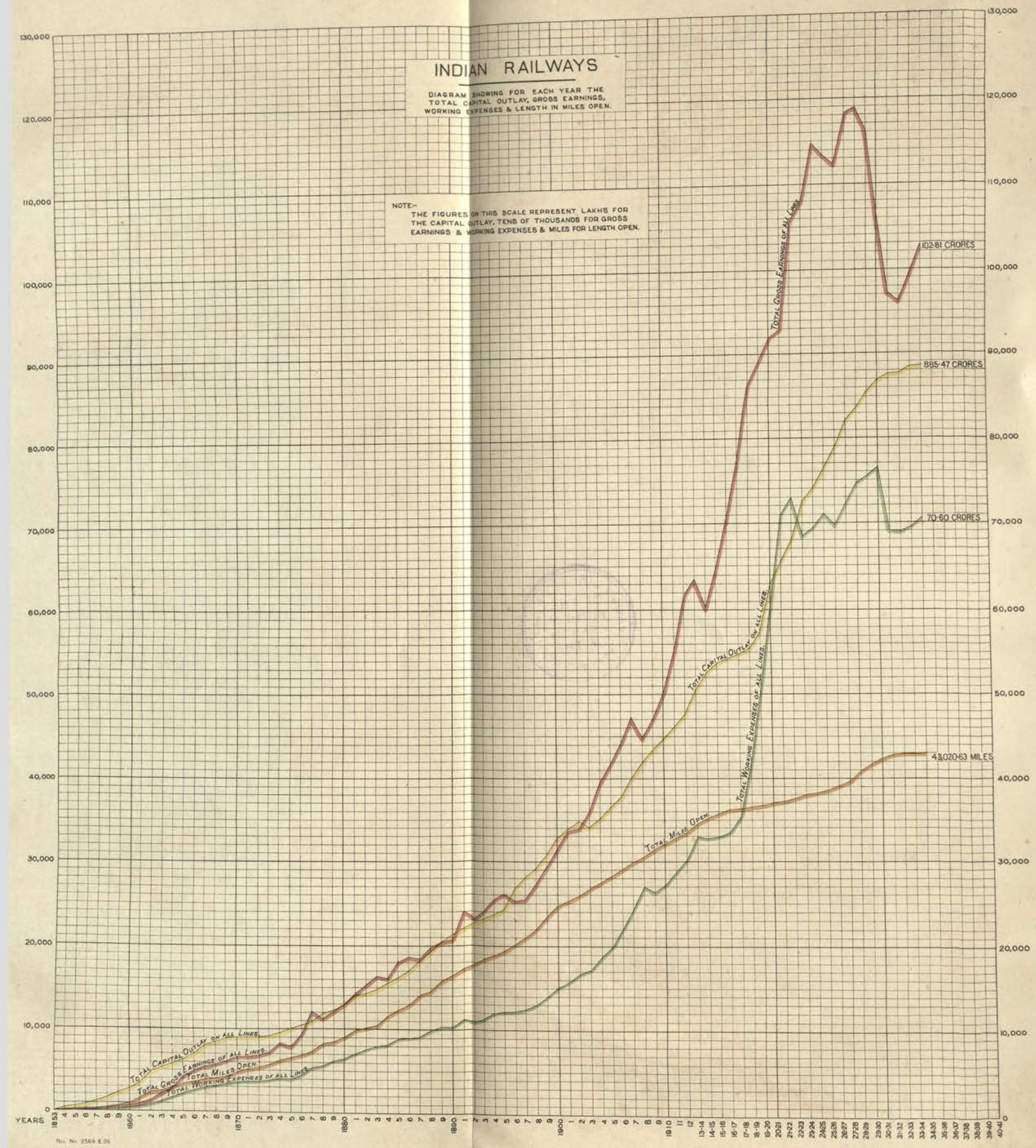
INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.

NOTE:-
THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.



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Nerbudda Bridge at Broach. North end-track laid to camber of spans. Existing Bridge on left.

CHAPTER I.

GENERAL REVIEW.

1. Introduction.—The Railway Board's annual Report on Indian Railways is published in two volumes. Volume I reviews the general administration and financial results of working of railways and also comments upon items of outstanding interest that occurred during the year. It makes particular reference to any new construction of lines, improvements or additions to rolling stock, the recruitment, training and welfare of staff and such other matters as have an important bearing on railway management and operation. Volume II is a compilation of financial and statistical statements and summaries covering the main heads of the capital and revenue accounts, and embracing the complete range of railway working.

The period for which the report is prepared is from the 1st April of one year to the 31st March of the following year.

2. Monsoon conditions and agricultural results.—India being primarily an agricultural country, the welfare and general prosperity of the people are very largely dependent on the incidence and effectiveness of the monsoon rainfall. This indirectly affects the railways, which are the main carriers of the exportable surplus of agricultural products. A few remarks on this important subject may therefore serve to call to mind the conditions obtaining during the year. The monsoon of 1934 was on the whole, fairly well distributed, the rainfall being within 10 per cent. of the normal, except in Rajputana, Central India and Central Provinces where it was in excess, and in Mysore and Madras where it was in defect. During the latter part of the monsoon period, rainfall was normal in Burma, Mysore and the Bombay Presidency (excluding Sind) and in excess in Assam and Bengal. It was defective elsewhere, particularly in the United Provinces. The total rainfall for the year was within 20 per cent. of the normal over most of the country.

The season was not, on the whole, very favourable from the agricultural standpoint. The total outturn of rice decreased by 3 per cent. as compared with the previous year; Burma recording a fall of 12 per cent. Prospects of a very good sugarcane crop were marred by a cold spell in January. The outturn of jute was nearly the same as in the preceding season, but the yield of cotton decreased by 5 per cent. Unfavourable seasonal conditions were responsible for decreases in the production of groundnut, sesamum and castor seed crops to the extent of 44, 25 and 24 per cent. respectively. The wheat crop of 1933-34 which was mostly moved during the year under review, was about the same as in the previous season, but the outturn of rape and mustard and linseed (winter oilseeds) recorded a decline of 10 and 7 per cent. respectively.

3. Once again the earnings of State-owned lines showed an increase rising from Rs. 86 crores in 1933-34 to Rs. 90 crores in 1934-35 but even so the net result of the year's working was a loss of about five crores. No contribution could therefore be made to general revenues.

Goods traffic was mainly responsible for the improvement; the total weight carried having increased from 76·5 million tons in the previous year to 84·5 million tons in 1934-35 and the earnings from Rs. 61·58 crores to Rs. 64·35 crores. The net ton miles also increased from 18,707 millions to 20,352 millions. The average rate earned per ton per mile for all commodities however showed a slight decrease, being 6·07 pies as against 6·32 pies in 1933-34.

Passenger traffic showed a slight improvement, 7 million more passengers being carried, with a resultant rise in earnings from Rs. 30·1 to Rs. 30·3 crores.

4. Mileage.—The new mileage opened for traffic during the year was 71 which was entirely located within Indian States and at their cost, but due to realignment the net addition to the mileage of railways during the year was 67. The total route mileage at the end of the year was 43,021. In addition, there were 139 miles under construction on 31st March 1935.

5. Railways and the Legislature.—As in past years the members of the Legislative Assembly and the Council of State continued to take an increasing interest in the working of the Railway Department. Out of a total number of 3,550 questions asked in both Houses during the year 1934-35, 1,072 or 30·2 per cent. were answered by the Railway Department as compared with 29·4 per cent. during the previous year.

In addition to this large number of questions, four resolutions also came up for discussion—two in the Legislative Assembly and two in the Council of State.

Resolution No. 1.—A resolution on catering contracts was moved in the Legislative Assembly on the 26th July 1934 suggesting the appointment of a Committee to consider the system of giving contracts for the supply of food at stations. In the course of the debate on this resolution reference was made to the system of giving large contracts to one man and generally to the desirability of arranging for the supervision of contractors by a committee on which non-railwaymen might be associated. The resolution was withdrawn on the Honourable Member for Railways giving an undertaking that the matter would be examined to see what steps it was possible to take and what arrangements could be made to ensure the provision at stations of good and wholesome food at reasonable rates. Information was called for from the principal railways with a view to considering the policy that should generally be followed in this matter.

Resolution No. 2.—On the 9th August 1934, Mr. A. H. Ghuznavi moved the following Resolution in the Legislative Assembly :—

> " That this Assembly recommends to the Governor General in Council that immediate steps be taken to appoint a Committee to inquire as to how far the present abnormal depression in the Indian Coal Industry is due to the working of the State-owned Railway collieries and the present surcharge of railway freight on coal and other causes and to suggest ways and means for its improvement ".

The mover advocated the closing down of all Railway collieries and the purchase from the market of all coal required by the railways; the removal of the surcharge on coal freights and reduction in the rates on the transport of coal.

In opposing the Resolution, the Financial Commissioner of Railways stated, that the Railways in India were forced to acquire collieries, as a measure of self-defence against the abnormally high prices that were charged by the coal trade during years immediately following the war. He pointed out that even when railways contracted for coal at high prices, they had no guarantee that they would get the coal. The policy of railways acquiring their own collieries has been found to be completely successful. Not only have Railways been able to obtain from their own collieries coal at cheaper rates, but the existence of these collieries and the knowledge that if they were worked to their capacity Government could obtain all or practically all their requirements have had a most salutary effect on the prices at which the coal trade tendered coal to railways.

It was further stated that the capital invested in railway collieries amounted to Rs. 4 crores, and the maximum annual capacity of these collieries was six million tons. Taking the State-managed Railway collieries alone, the total capital invested was 2 crores of rupees, and their annual estimated capacity was two and three-quarter million tons. Notwithstanding this, the raisings from these collieries, during the last three years, were limited to 1,150,000 tons only. This represented only one-third of their requirements, and less than half of their capacity. The rest was purchased from the market in order to assist the coal trade.

The Financial Commissioner of Railways pointed out that the expenditure which would continue to be incurred, if all railway collieries were closed down, would be in the neighbourhood of Rs. 41 lakhs a year, which loss would have to be borne by the tax-payer, and stated that Government were convinced that the closing down of railway collieries was not in the public interest.

Referring to the question of surcharge on coal freights the Financial Commissioner of Railways stated that statistics did not support the view that the surcharge had a serious effect on the traffic. He also stated that in the present financial position of railways it was impossible to sacrifice the revenue derived from the surcharge and that he could not hold out hopes of any abolition or considerable modification of the surcharge in the immediate future—apart from any modification in the long distance rates that may be decided upon after the investigation that was being made.

Resolution No. 3.—The third Resolution was moved, in the Council of State, by the Honourable Mr. Mahmood Suhrawardy, on the 25th February 1935, recommending the appointment of a mixed committee of officials and non-officials to enquire into the working of the Government of India and State Railway presses in regard to certain alleged grievances of press workers regarding leave, holidays, pay, pensions, etc. The Resolution dealt mainly with grievances relating to press workers in the Government of India presses but certain grievances regarding workers of the East Indian and Eastern Bengal Railways combined press were also mentioned.

In moving the Resolution, the Honourable Mr. Mahmood Suhrawardy referred to an assurance given by the Honourable Sir Joseph Bhore, in the Legislative Assembly, on the 24th February 1934, promising to enquire into the working of the East Indian and Eastern Bengal Railways combined press and complained that the workers of this press were not allowed by the Agent, East Indian Railway, to represent their case to the committee of enquiry through the representatives of their own choice, *viz.*, the General Secretary of their Union and added that even Mr. S. C. Mitra, an *ex*-M.L.A., who wanted to represent the case of the press workers was informed by the Agent, East Indian Railway, that the Committee had already completed its enquiry. The Honourable mover of the Resolution next dealt, in detail, with the grievances of the workers in the Government of India presses and the Honourable Mr. G. S. Khaparde, the Honourable Saiyed Mohammed Padshah Sahib Bahadur and the Honourable Mr. Hossain Imam spoke generally in support of the Resolution while the Honourable Saiyed Mohammed Padshah Sahib Bahadur also echoed the complaint made by the Honourable the mover of the Resolution that the Agent, East Indian Railway, had refused to allow the workers of the East Indian and Eastern Bengal Railways combined press to allow their representatives to represent their case before the Committee of enquiry.

In replying to the debate the Honourable Mr. D. G. Mitchell generally pointed out to the House that no case had been made out, by the Honourable the mover of the Resolution and the other Honourable members who spoke in favour of the Resolution, for the appointment of a Committee in the manner proposed in the Resolution. As regards the grievance made by the Honourable the mover of the Resolution and another Honourable member concerning the refusal by the Agent, East Indian Railway, to allow the workers' representative before the Committee of enquiry, the Honourable Mr. Mitchell pointed out that the policy of the Government of India was that Unions of Government servants must consist of a definite class of Government servants, and of Government servants only and that Government cannot recognise or have any dealings with a Union which consisted partly of Government servants and partly of outsiders. He added that the Committee appointed to enquire into the grievances of the workers of the East Indian and Eastern Bengal Railways combined press had submitted their report and that this report was at that time receiving the very sympathetic consideration of the Railway Board and gave a general assurance that any grievances properly represented through the ordinary channels would receive the most sympathetic consideration.

The resolution was withdrawn.

Resolution No. 4.—A Resolution was moved in the Council of State by the Honourable Mr. Mohammad Yamin Khan on the 7th March 1935, recommending an extension of the period for which an import duty on wheat had been imposed and urging a reduction in the railway freight rates on wheat from the United Provinces and the Punjab to the ports of Karachi, Bombay and Calcutta. On the question of freight rates, the Chief Commissioner of Railways explained during the course of the debate that the Government realised the importance of cheap rates on wheat and other food products, both from the point of view of the agriculturist and of consumers generally. He also explained that Government had consistently deprecated the practice of giving veiled protection to an industry by the manipulation of railway freight rates. This part of the resolution was negatived.

6. Railway Budget.—The railway budget for 1935-36 was presented to both Houses of the Legislature on the 18th February 1935, after having been discussed in detail with the Standing Finance Committee for Railways at their meetings held on the 2nd and 13th February 1935. The budget was discussed generally in the Legislative Assembly on the 20th February 1935, and in the Council of State on the following day. The voting on the demands for grants in the Legislative Assembly took place on the 22nd, 23rd, 25th and 26th February 1935.

During the general discussion of the budget in the Assembly a number of points of varying importance were raised. Criticism was mainly directed to coal contracts for railways, competition between railways and shipping companies, reduction of rates and improvement of amenities for the travelling public and to securing further economies in working expenses.

Of the motions for reduction made during the debates on demands for grants, six were carried and one was negatived. The motions carried related to the railway administration in India, grievances of third class passengers, rational and economic administration of railways, Indianisation of railway services, labour grievances and excessive rates and insufficient facilities for transport of agricultural produce and live stock. The motion negatived was in respect of the manipulation of railway freight rates without due regard to all the relevant interest of the country.

7. Standing Finance Committee for Railways.—The committee met eight times during the year. They scrutinised the proposals for expenditure to be incurred during 1935-36 both on capital and revenue accounts and also examined the demands for grants for 1935-36 prior to their being placed before the Legislative Assembly. The committee also considered, and approved of, the proposals for the purchase of the Amritsar-Patti-Kasur Railway and the construction of the Jhudo-Pithoro Railway. They also examined proposals for the creation of certain superior posts on railways and approved of the Central Standardisation Office being made permanent. Among the other more important schemes approved by the Committee may be mentioned the re-modelling of the East Indian Railway Workshops at Jamalpur, the construction of quarters for staff at Jamalpur and other stations on the East Indian Railway affected by the earthquake of 1934, the construction of a bridge over the Megna river on the Assam Bengal Railway and the electrification of the section of the Bombay, Baroda and Central India Railway from Borivli to Virar. The Committee also examined with considerable interest and approved of the scheme of works carried out and proposed to be carried out in connection with the repairs to the damages to the Hardinge bridge on the Eastern Bengal Railway.

8. Meetings with Agents of Railways and Local Governments.—The Railway Board held two meetings with the Agents of principal railways, one in Simla on the 4th and 5th October 1934 and the second in New Delhi on the 22nd March 1935. The following subjects among others were discussed at the two meetings :—

(i) co-ordination between internal air services and railways;

(ii) elimination of undesirable competition between railways;

(iii) rent to be charged to catering contractors for refreshment room accommodation;

(iv) proposed design of the new third class carriages;

(v) development of pilgrim traffic; and

(vi) communal representation on railways.

During the year under review several visits were paid by the Chief Commissioner of Railways, the Financial Commissioner and the Member of the Railway Board to the headquarters of various railway administrations and local Governments. Copies of their tour programmes are sent in advance to press, local Governments and important mercantile Associations in order to give them an opportunity to place their views on railway problems before the Board.

9. Central Advisory Council for Railways.—During the year 1934-35, one meeting of the Central Advisory Council for Railways was convened at Simla on the 10th August 1934. As usual members of the Council were invited to submit subjects for discussion and the following formed the agenda:—

(i) representation of minorities in the railway services;

(ii) electrical fans in the lower class carriages;

(iii) proposed revision of general classification of goods;

(iv) the question of the lower gazetted services; and

(v) provision for the reservation of third and intermediate class compartments on payment of a smaller number of fares than the carrying capacity as is done in the higher class compartments.

(i) The gist of the discussion was that practically all the Hindu members present were against bringing in communal representation in commercial departments like railways, and suggested that efficiency and educational qualifications should be sole test of recruitment. The Muslim members favoured communal representation and even urged that it should be taken into account when making promotions. The Chairman explained that it would not be fair as a whole to prescribe 25 per cent. representation of Muslims everywhere, the reason being that the Muslim population varied in different parts of the country. He also promised that the views of the members of the Council would be placed on record.

(ii) The proposal was not considered feasible by the majority of the members present on financial grounds. The Chairman, however, stated that the suggestion of providing fans in intermediate carriages would be examined.

(iii) The Chief Commissioner of Railways explained the development of the present classification of goods, and said that in making any change it was essential first to obtain statistics to see that it would not result in a large loss to railway revenues. The majority of members were in favour of reducing rates, especially for agricultural produce, in order to encourage export. The Chairman pointed out that the present classsification was in some ways out of date and unscientific and it was desirable to effect greater rationalization of charges for commodities.

(iv) Lieutenant-Colonel Sir Henry Gidney delivered a speech on this subject and was asked by the Chairman to submit a memorandum in due course.

(v) It was pointed out that on the East Indian and Eastern Bengal Railways intermediate and third class compartments could be reserved at concessional rates but such facilities are not allowed on other railways. It was also suggested that facilities for reservations should be allowed from intermediate stations. The Chairman promised that these suggestions would be placed before the Indian Railway Conference Association.

10. Local Railway Advisory Committees.—These committees which continue to function on all Class I Railways (except the Jodhpur Railway) and on the Barsi Light Railway, afford to Railway administrations a valuable medium for contact with their clientele. Pamphlets summarising the

decisions arrived at on the various subjects discussed by these committees are published quarterly. A perusal of these pamphlets for the year under review shows that 105 meetings of the various committees were held and the wide variety of matters discussed can be appreciated from the following list of some of the more important items that came up for discussion :—

Increase in accommodation for long distance third class passengers.

Improvements in third class stock.

Provision of alarm signals in ladies' intermediate class compartments.

Consideration of present system of catering at stations and on trains.

Construction of new lines.

Construction of overbridges and raised platforms.

Suggestions for improvement of booking facilities.

Elimination of one of the four classes of accommodation for passengers.

Special arrangements for festivals.

Porterage rates.

Representation of agriculturists and passenger associations on Local Advisory Committees.

Speeding up of trains.

Supply of drinking water to passengers.

Supply of wagons.

Re-introduction of coupon books and extension of concession tickets.

Provision of waiting rooms at stations.

11. Railway Rates Advisory Committee.—The Railway Rates Advisory Committee continued to function with Sir Zahid Suhrawardy as its President.

During the year under review two cases were referred to the Committee for investigation :—

One had reference to a complaint from the Engineering and Building Products Company, Lahore, regarding the classification of Upson Board and Upson Insulating Board.

The other was a complaint from the Bengal Nagpur Cotton Mills Company, Calcutta, against the North Western, Great Indian Peninsula and Bengal Nagpur Railways regarding the rates charged for cotton from certain stations in the Punjab to Raj-Nandgaon.

The first case was under enquiry at the close of the year. As regards the second, the Committee were of the opinion that the rates were not unreasonable.

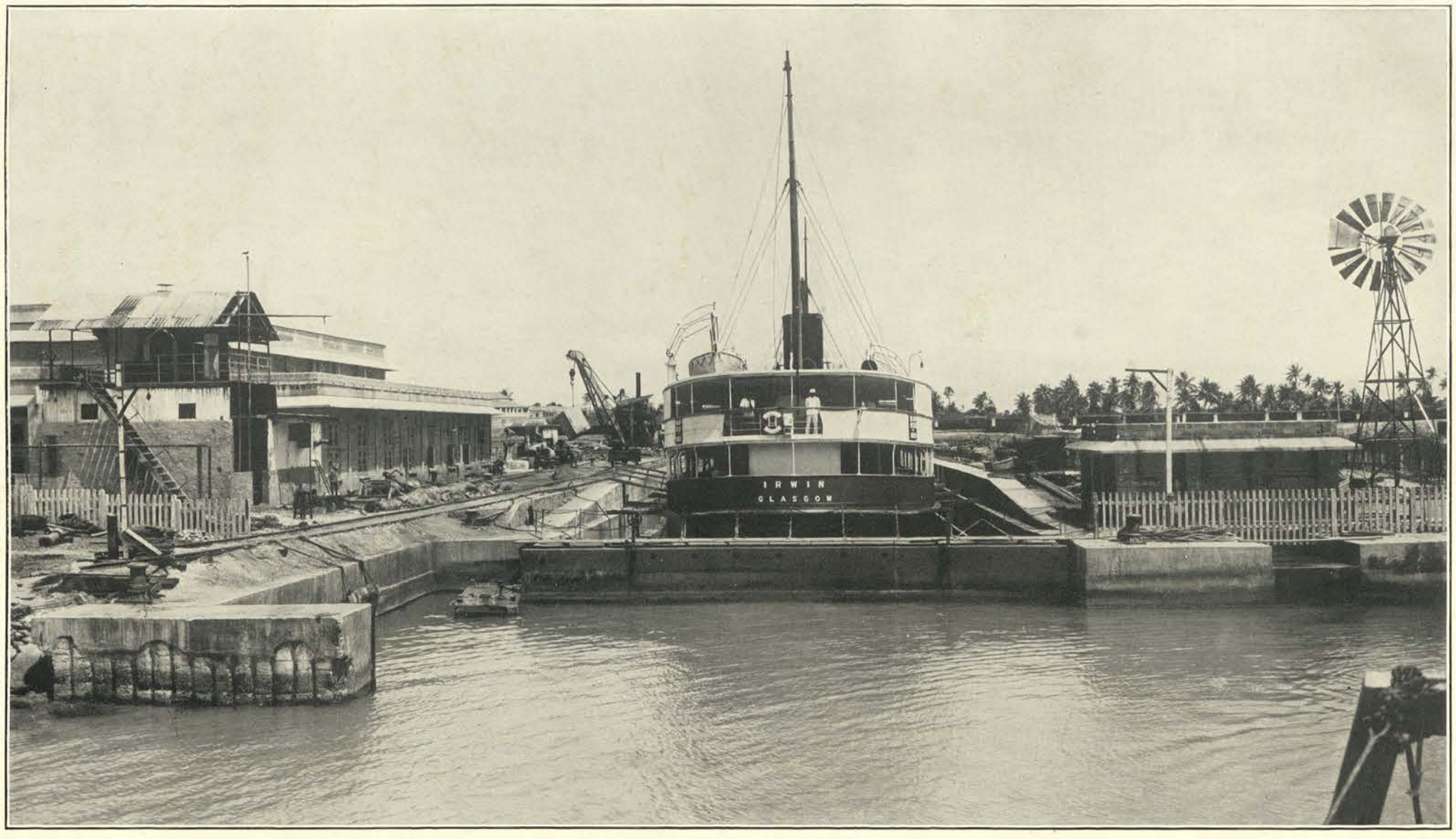
Of the seven cases which it was stated in the report for 1933-34 were under enquiry, the Committee reported on the following five :—

(i) Complaint from Messrs. Radhakishen Mangatrai and Jeetmal Kanaudia regarding the rates for salt from Sambhar to stations on the Bengal and North-Western Railway.

The Government of India accepted the majority view that the rates were not unreasonable.

(ii) Complaint from Messrs. Meghji Hirji and Company, Nagpur, alleging preferential rates being given by the Bengal Nagpur Railway for firewood from certain stations.

The Government of India accepted the view of the Committee that the rates from stations on the Tumsar Road-Tirodi branch in relation to the rates from Talodhi Road station to Itwari and Nagpur, gave undue preference. Action was taken by the Bengal Nagpur Railway Administration to remove the undue preference complained of.



Dry Dock at Mandapam.

(iii) Complaint from West's Patent Press Company, Limited, Aligarh, alleging that the rates quoted by the East Indian Railway for unpressed cotton (kuppas) from Aligarh to Delhi, as compared with the rates for cotton full-pressed, constituted undue preference. As the East Indian Railway Administration agreed to withdraw the rates referred to, the complaint was withdrawn.

(iv) Complaint from Mr. Dalchand Bahadur Singh, Calcutta, regarding the rates for coal from Korea coalfields to stations on the Bengal Nagpur, Great Indian Peninsula and Bombay, Baroda and Central India Railways, as compared with the rates from collieries on the Great Indian Peninsula Railway.

(v) Complaint from Ballarpur collieries against the Bengal Nagpur, Great Indian Peninsula and Bombay, Baroda and Central India Railways, alleging that the rates for coal from the Chirmiri collieries (Korea) as compared with the rates from the collieries on the Great Indian Peninsula Railway were unreasonable.

Cases (iv) and (v) were taken up by the Committee together. The Committee were of the opinion that the rates from the collieries in question were not unreasonable in themselves.

As regards the remaining two cases out of the seven referred to, one was still under investigation by the Committee at the close of the year, while the other was withdrawn by the applicant, a compromise with the railway administration having been arrived at.

Six other representations for a reference to be made to the Railway Rates Advisory Committee were also received. These referred to :—

(i) Rates for cotton seeds on the Great Indian Peninsula and Bombay, Baroda and Central India Railways.

(ii) Surcharge on coal freights.

(iii) Charges for reweighment of wagons at destination.

(iv) Loading and unloading charges.

(v) Supply of wagons.

(vi) Wharfage charges at Akola.

These were not referred to the Committee for investigation as :—

(i) to (iii) A *primâ facie* case for a reference to the Committee was not established.

(iv) The matter was one for reference by the applicant direct to the railway administration.

(v) It was not a matter referable to the Committee under the terms of the Railway Department (Railway Board) Resolution No. 606-T., dated 25th September 1930, constituting the Committee.

(vi) The matter was settled by the administration and the complaint subsequently withdrawn.

12. Mr. Pope's investigations.—It was mentioned in the last year's report that the work of job analysis was still in hand on most of the railways and that the recommendations made by Mr. Pope in his second report were under the consideration of the Railway Board. The more important of the recommendations contained in the second report were on the following subjects :—

(i) Intensive use of locomotives.

(ii) Intensive use of coaching stock.

(iii) Intensive use of machinery and plant.

(iv) Uneconomical wagons.

(v) Combining resources between railways.

(vi) Handling and transport of small traffic and of traffic to be transhipped at break-of-gauge stations.

(vii) Ticketless travel.

(viii) Methods of increasing earnings.

The Railway Board and Railway administrations have already taken action in regard to some of the recommendations while others are under further detailed investigation. Job analysis was continued on most of the railways during the year under review and the following table shows the economies effected side by side with the cost of the organisations for the two years 1933-34 and 1934-35.

Railways.	1933-34.		1934-35.	
	Cost of job analysis organisation.	Savings effected.	Cost of job analysis organisation.	Savings effected.
	Rs.	Rs.	Rs.	Rs.
East Indian	77,691	7,01,128	92,884	18,14,544
Great Indian Peninsula . . .	56,680	4,15,000	64,000	2,04,246
North Western	32,000	12,66,749	46,006	12,37,376
Eastern Bengal	63,000	2,14,864	65,995	1,29,508
Bombay, Baroda and Central India .	58,789	3,52,862	35,300	11,41,596
Madras and Southern Mahratta . .	8,750	45,220	17,632	1,14,000
South Indian	19,580	27,400	2,180	25,000
Burma	7,500	25,871	26,615	73,352
Assam Bengal	12,825	1,31,755	8,208	12,659

The subject of the organisation required to conduct job analysis was discussed with the Agents of principal railways in October 1934 and the majority held that a special organisation was no longer necessary, and that it would be preferable to make a yearly allotment to railways to utilise as they might think fit for carrying out special investigations. This, accordingly is being done on certain railways.

CHAPTER II.

FINANCIAL RESULTS.

I.—*Trade Review.*

13. *Exports.*—During the year 1934-35 the total value of exports including re-exports amounted to Rs. 155 crores as compared with Rs. 150 crores in the previous year, an increase of Rs. 5 crores or 3 per cent. The increase was due mainly to heavy shipments of raw cotton which rose from 2,729,000 bales valued at Rs. 26·50 crores in 1933-34 to 3,446,000 bales valued at Rs. 34·50 crores in 1934-35. Despatches of Indian cotton piece-goods advanced from 56·5 to 57·7 million yards in quantity and from Rs. 1·66 to 1·77 crores in value. Shipments of jute bags improved from 402 to 423 millions in quantity and from Rs. 9·72 to 10·25 crores in value. Despatches of tea increased from 318 to 325 million lbs. in quantity and from Rs. 19·84 to 20·13 crores in value. Exports of raw rubber rose from 16 to 24 million lbs. in quantity and from Rs. 31 to 65 lakhs in value. Shipments of wheat increased from 2,100 tons to 11,000 tons in quantity and from Rs. 3·25 to 10·50 lakhs in value. Exports of barley rose from 142 tons valued at Rs. 0·11 lakhs to 14,000 tons valued at Rs. 9·25 lakhs. Under the metals group, 1,146,000 tons of metals and ores valued at Rs. 5·91 crores were exported in the year under review as against 976,000 tons valued at Rs. 5·49 crores in 1933-34. There were increases under teakwood (Rs. 32 lakhs), fodder, bran and pollards (Rs. 30·66 lakhs), wool carpets and rugs (Rs. 17 lakhs), raw hemp and coir (Rs. 3 lakhs each) and animals (Rs. 2·33 lakhs). Exports of lac, chiefly shellac, declined in quantity from 731,000 to 586,000 cwts., but owing to increased prices the value rose from Rs. 2·46 to 3·30 crores. Exports of food grains declined in quantity from 1,870,000 to 1,765,000 tons but the value showed a slight improvement from Rs. 11·75 to 11·84 crores.

Cotton manufactures (including twist and yarn), recorded a decline from Rs. 2·73 in 1933-34 to Rs. 2·65 crores in 1934-35. Shipments of cotton twist and yarn fell from 16·4 to 12·8 million lbs. in quantity and from Rs. 81·75 to 62·75 lakhs in value. Export of raw jute slightly increased from 4,190,000 to 4,214,000 bales in quantity but owing to reduced prices the value thereof fell from Rs. 10·93 to Rs. 10·87 crores. Shipments of jute cloth increased in quantity from 1,053 to 1,063 million yards but the value fell from Rs. 11·38 to Rs. 10·99 crores. Shipments of oil seeds fell from 1,124,000 to 875,000 tons and from Rs. 13·66 to 10·54 crores. Almost all descriptions of non-essential seeds showed decreases, linseed from 379,000 to 238,000 tons, groundnuts from 547,000 to 511,000 tons, rapeseed from 73,000 to 37,000 tons and castor seed from 82,000 to 69,000 tons. Shipments of rice declined in quantity from 1,744,000 to 1,607,000 tons and from Rs. 10·57 to 10·37 crores in value. Shipments of hides and skins fell from 61,400 to 57,600 tons in quantity and from Rs. 9·90 to Rs. 8·35 crores in value. Exports of coffee declined by 45,000 cwts. in quantity and by nearly Rs. 30 lakhs in value. Decreases were noticed under raw wool (Rs. 71 lakhs), opium (Rs. 66 lakhs), paraffin wax (Rs. 37 lakhs) and coal (Rs. 8 lakhs).

14. *Imports.*—The total value of imports of foreign merchandise into British India during 1934-35 amounted to Rs. 132 crores as compared with Rs. 115 crores in the previous year, an increase of Rs. 17 crores or 15 per cent. Under imports, there was a revival of demand for textile manufactures, the value of which rose from Rs. 26·4 in 1933-34 to Rs. 33·5 crores in 1934-35 or an increase of 27 per cent. over the figures of the preceding year. Compared with 1932-33, there was a decrease of 11 per cent. Imports of cotton piece-goods amounted to 944 million yards valued at Rs. 16·93 crores

as against 796 million yards valued at Rs. 13·49 crores in 1933-34. The total receipt of cotton twist and yarn rose by 2 million lbs. to 34 million lbs. with a corresponding increase in value by Rs. 52 lakhs to Rs. 3·10 crores. There were concurrent increases under some of the other important items included in the textile group—notably a rise of Rs. 1·32 crores under wool and woollens, of Rs. 85 lakhs under artificial silk (mainly yarn and piece-goods made entirely of artificial silk) and of Rs. 13 lakhs under haberdashery and millinery. Imports of raw cotton advanced from 43,000 to 61,000 tons in 1934-35 with a corresponding rise in value from Rs. 3·56 to 5·28 crores. Increases were also noticeable under the metals group, the value having risen by Rs. 1·88 crores. Imports of iron and steel rose from 329,000 to 370,000 tons and in value from Rs. 5·53 to Rs 6·38 crores and those of metals other than iron and steel and manufactures thereof from 62,000 to 86,000 tons in quantity and from Rs. 3·95 to 4·99 crores in value. There was an improvement in the imports of motor vehicles, the arrivals being valued at Rs. 4·66 crores in 1934-35 as compared with 3·19 crores in 1933-34 and Rs. 2·43 crores in 1932-33. The number of motor cars imported increased from 6,201 in 1932-33 to 9,759 in 1933-34 and to 14,434 in 1934-35 and that of motor omnibuses from 2,676 in 1932-33 to 5,496 in 1933-34 and 9,974 in 1934-35. There was an improvement in the imports of rubber manufactures, the value having risen from Rs. 1·88 crores in 1933-34 to Rs. 2·06 crores in 1934-35. Consignments of rice, not in the husk, advanced considerably from 84,000 to 283,000 tons valued at Rs. 49 lakhs and Rs. 1·88 crores respectively. Imports of mineral oils increased from 186 to 199 million gallons and the value thereof rose from Rs. 5·83 to Rs. 6·07 crores. Kerosene oil advanced from 58 to 69 million gallons and fuel oils from 104 to 109 million gallons. The value of provisions imported rose from Rs. 2·72 to Rs. 2·89 crores and that of paper and paste board from Rs. 2·63 to Rs. 2·73 crores. There were noticeable increases in the value of imports of electrical instruments (Rs. 50 lakhs), coal tar dyes (Rs. 63 lakhs), chemicals (Rs. 22 lakhs), dried fruits (Rs. 26 lakhs) and hardware (Rs. 17 lakhs).

Imports of foreign sugar showed a heavy decline from 264,000 tons valued at Rs. 2·71 crores in 1933-34 to 223,000 tons valued at Rs. 2·11 crores in 1934-35. The value of machinery and millwork imported contracted from Rs. 12·77 to 12·64 crores mainly due to a falling off in the imports of sugar machinery. There were noticeable decreases in the value of the imports of silk piece-goods (Rs. 57 lakhs), precious stones and pearls, unset (Rs. 25 lakhs), cotton hosiery (Rs. 19 lakhs), soap (Rs. 15 lakhs), raw silks (Rs. 14 lakhs), boots and shoes (Rs. 13 lakhs) and wheat (Rs. 7 lakhs).

15. *Balance of trade.*—The visible balance of trade in merchandise and treasure for the year 1934-35 was in favour of India to the extent of Rs. 78 crores as compared with Rs. 92 crores in 1933-34.

II.—*Financial Results of State Railways.*

16. Financial results of working.—Stated briefly the position in 1934-35 was as follows:—

For the greater part of the year, Railways continued the improvement begun the previous year. In the last two months however, this progress was arrested; and, what is worse, the setback has continued in the first few months of the current financial year. In other words the monthly traffic earnings from February or March 1935 have been lower than the earnings of the corresponding months of 1934.

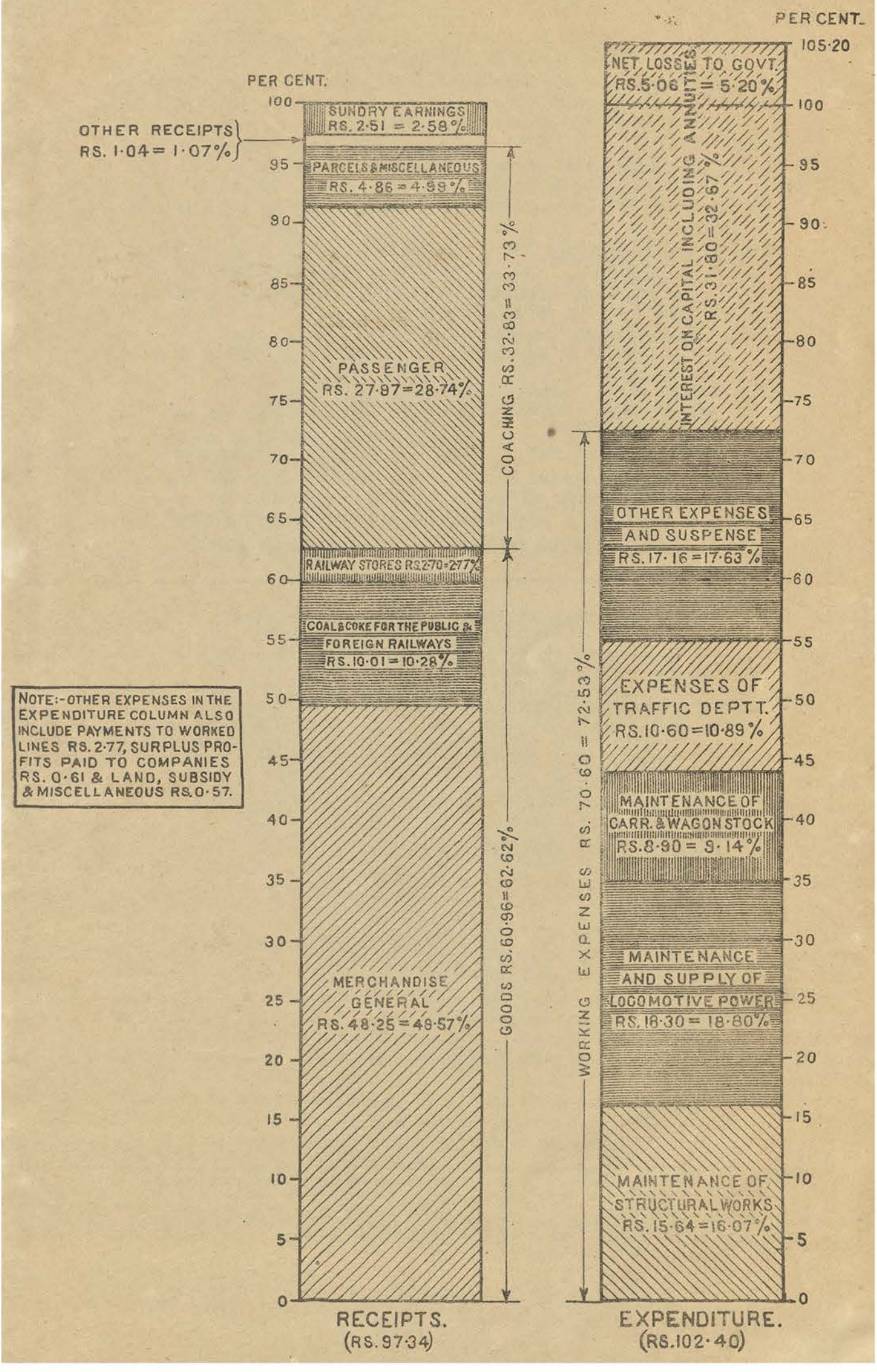
Gross traffic receipts of State-owned Railways for 1934-35 amounted to 90·20 crores, or $3\frac{1}{2}$ crores better than in the previous year.

Working expenses were $50\frac{1}{4}$ crores excluding depreciation, or 77 lakhs more than in 1933-34. Including depreciation, they amounted to 64 crores, or about a crore more than in the previous year. Net traffic receipts were 26·21 crores against 23·57 crores in 1933-34, an improvement of $2\frac{2}{3}$ crores.

Miscellaneous transaction resulted in a net addition of $\frac{1}{2}$ crore to receipts, and the total net revenue amounted to $26\frac{3}{4}$ crores as against interest

RECEIPTS AND EXPENDITURE OF STATE OWNED RAILWAYS IN INDIA INCLUDING WORKED LINES 1934-35.

FIGURES IN CRORES.



NOTE:- OTHER EXPENSES IN THE EXPENDITURE COLUMN ALSO INCLUDE PAYMENTS TO WORKED LINES RS. 2·77, SURPLUS PROFITS PAID TO COMPANIES RS. 0·61 & LAND, SUBSIDY & MISCELLANEOUS RS. 0·57.

charges of $31\frac{3}{4}$ crores. The deficit of 5 crores was 3 crores less than in 1933-34.

The appropriation to the depreciation fund was $13\frac{3}{4}$ crores, and the withdrawals therefrom for renewals and replacements $8\frac{2}{3}$ crores. The net accretion to the fund during the year was thus just over 5 crores and just enough to meet the year's deficit of net earnings as compared with interest. The actual balance at credit of the fund remained at $9\frac{1}{2}$ crores; while the nominal balance amounted to 37 crores.

The total capital expenditure during the year was considerably reduced by large reductions of stores balances, amounting to nearly a crore, and by writing down capital on account of retired assets. The net addition to capital was only $\frac{1}{4}$ crore.

Stores balances amounted at the end of the year to just over $9\frac{1}{3}$ crores which constitutes a fresh low record.

At the end of 1934-35, the liabilities of railways to be met in subsequent years amounted to $48\frac{1}{4}$ crores, of which $27\frac{1}{2}$ crores represent loans from the depreciation fund and $20\frac{3}{4}$ crores represent contributions due to general revenues from 1931-32 to 1934-35. The details are as follows :—

(In crores of rupees.)

	1931-32.	1932-33.	1933-34.	1934-35.
Loan from Depreciation Fund .	4·25	10·23	8·05	**5·06**
Unpaid contribution to general revenues	5·36	5·23	5·21	**5·04**

In the following statement the results of 1934-35 are compared in a convenient form with those of past years since the separation of the railway budget from the general budget of the Government of India :—

Financial Statistics of Indian State-owned Railways.

(Figures in lakhs of rupees.)

——	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
Mileage	*26,985*	*27,090*	*27,664*	*28,086*	*29,111*	*30,378*	*31,197*	*31,640*	*31,642*	*31,644*	31,636
Capital at charge (in crores) at end of year.	643	663	690	722	747	778	791	798	797	795	**795**
Gross traffic receipts	1,00,13	98,94	98,42	1,03,43	1,03,73	1,02,70	95,10	86,63	84,43	86,63	**90,20**
Operating expenses	51,65	52,99	52,89	53,06	54,22	55,59	54,39	49,31	49,08	49,50	**50,27**
Depreciation Fund	10,35	10,67	10,89	11,38	12,00	12,59	13,07	13,46	13,77	13,56	**13,72**
Net Traffic receipts	38,13	35,28	34,64	38,99	37,51	34,52	27,64	23,86	21,58	23,57	**26,21**
Net Miscellaneous receipts after deducting miscellaneous charges and surplus profits payable to companies.	—1,07	—1,19	—1,27	—87	—37	—2	—11	1	1,10	1,05	**53**
Net revenue	37,06	34,09	33,37	38,12	37,14	34,50	27,53	23,87	22,68	24,62	**26,74**
Interest charges	23,90	24,81	25,87	27,27	29,33	30,46	32,72	33,07	32,91	32,58	**31,80**
Surplus	13,16	9,28	7,50	10,85	7,81	4,04	—5,19	—9,20	—10,23	—7,96	**—5,06**
Paid as contribution to general revenues	6,78	5,49	6,01	6,28	5,23	6,12	5,74	..	..	..	..
Transferred to railway reserve . .	6,38	3,79	1,49	4,57	2,58	—2,08	—10,93	—4,95	..	..	..
Ratio of working expenses (excluding Depreciation Fund) to Gross Traffic Receipts.	51·6%	53·6%	53·7%	51·3%	52·3%	54·1%	57·2%	56·9%	56·7%	55·8%	**54·7%**
Ratio of working expenses (including Depreciation Fund) to Gross Traffic Receipts.	61·9%	64·3%	64·8%	62·3%	63·8%	66·4%	70·9%	72·5%	73·0%	71·4%	**69·9%**
Ratio of Net Traffic Receipts to capital at charge.	5·9%	5·3%	5·0%	5·4%	5·0%	4·4%	3·5%	3·0%	2·9%	3·1%	**3·3%**

NOTE 1.—Credits for materials released from works not charged to revenue were taken in reduction of operating expenses up to 1931-32. Since then they have been added to receipts and are included in the above table under net miscellaneous receipts. The amounts involved in both the years 1932-33 and 1933-34 are 119 lakhs and 90 lakhs in 1934-35.

NOTE 2.—For purposes of proper comparison with past years the ratios in the last three lines of the statement with respect to 1932-33, 1933-34 and 1934-35 have been worked out as if the above sums of 119 lakhs and 90 lakhs were deducted from operating expenses.

The net traffic receipts of about 27 crores in 1934-35 amounted to 3·3 per cent. of the capital at charge. This result, though considerably worse than in the earlier years of the period, was better than in the three years immediately preceding.

(Figures in crores.)

—	Net receipts.	Percentage of capital at charge.	Net profit or loss after paying interest charges.
	Rs.		Rs.
Average of 5 years, 1924-25 to 1928-29	36·91	5·4	9·72
1929-30	34·52	4·5	4·04
1930-31	27·64	3·5	—5·19
1931-32	23·86	3·0	—9·20
1932-33	22·77	2·9	—10·23
1933-34	24·76	3·1	—7·96
1934-35	27·11	3·3	—5·06

The operating ratio on all State-owned Railways (*i.e.*, the ratio of working expenses to gross earnings) amounted to 55 per cent. excluding depreciation and to 70 per cent. including depreciation. The ratio in 1934-35 is lower than in the past four years. In the table below the ratios of earlier years are given for purposes of comparison:—

—	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52½	63½
1929-30	54	66
1930-31	59	73
1931-32	57	73
1932-33	57	73
1933-34	56	71
1934-35	55	70

For purposes of comparison we give below certain figures which are available for certain foreign railways.

The gross receipts of the 4 amalgamated British railways in 1934 amounted to £172 million, an increase of £7 million (4 per cent.) over the previous year, but £35½ million (17 per cent.) less than in 1929. Their working expenses amounted to £143 million, or £4 million more than in the previous year and £25 million (15 per cent.) less than in 1929. The operating ratio was 83 per cent. as against 84 per cent. in the previous year and 81 per cent. in 1929.

The Canadian Pacific Railway earned 125 million dollars in 1934, 11 million dollars (10 per cent.) more than in the previous year, and 85 million dollars (40 per cent.) less than in 1929. Their working expenses were 101 million dollars—6 million dollars (6 per cent.) more than in 1933 and 66 million dollars (40 per cent.) less than in 1929. The operating ratio, which

was 79½ per cent. in 1929 and 83 per cent. in 1933, stood at 80½ per cent. in 1934.

The Canadian National Railways realised 165 million dollars in 1934, 16 million dollars (11 per cent.) more than in 1933 and 103 million dollars (38 per cent.) less than in 1929. Their working expenses rose to 152 million dollars, which was higher by 9 million dollars (6·39 per cent.) than in 1933 but 69 million dollars (31 per cent.) below that of 1929. The operating ratio of 92 per cent. is less by 4 per cent. than in the previous year but 9½ per cent. higher than in 1929.

The receipts of the principal railways of the United States were 3,250 million dollars in 1934, which was 5 per cent. more than in 1933, but 38·5 less than in 1930. The working expenses, which were 2,440 million dollars, were 8·5 per cent. more than in the previous year but 37·9 per cent. less than in 1930. The operating ratio in 1934 was 75 per cent. against 72·7 per cent. in 1933 and 74·4 per cent. in 1930.

The gross receipts of the German State Railways for 1934 were Reichmarks 3,326 million, which showed an increase of Reichmarks 406 million (14 per cent.) over the previous year and of Reichmarks 392 millions (13 per cent.) as compared with 1932. Their working expenses came to Reichmarks 3,302 million, or Reichmarks 246 million (8 per cent.) more than in the previous year and Reichmarks 301 million (10 per cent.) than in 1932. The operating ratio was 99·28 per cent. against 104·66 per cent. in 1933 and 102·27 in 1932.

17. *Gross Receipts.*—The following table compares the receipts in detail with the previous years. For purposes of comparison, credits for materials released from works not charged to revenue, which are included in gross receipts from 1932-33 onwards have been excluded :—

(Crores of rupees.)

——	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
Passenger earnings	31·68	28·96	28·94	27·65	27·92
Other coaching earnings	5·40	5·27	5·03	4·92	4·92
Goods earnings	60·69	55·41	53·76	58·20	61·05
Sundry earnings	1·97	1·82	1·63	1·59	1·62
Suspense	·46	·35	·04	—·49	·09
TOTAL	1,00·20	91·81	89·40	91·87	95·60
Less—					
Refunds	·11	·11	·11	·11	·12
Earnings of worked lines	4·99	5·07	4·86	5·13	5·28
NET	95·10	86·63	84·43	86·63	90·20

It will be observed that there is still a downward trend in passenger earnings, whereas goods earnings have recovered considerably from the depth that they reached in 1932-33 : they are about 14 per cent. higher than in 1932-33 and 5 per cent. higher than in 1933-34.

The earnings in 1934-35 are Rs. 28,500 per open mile.

It is interesting to analyse the figures of earnings from goods traffic and compare them with the figures in previous years. Figures are not available separately for State-owned railways, but the figures that are available for

Class I Railways in general in respect of the more important commodities are given below :—

(Figures in lakhs.)

——	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
	Rs.	Rs.	Rs.	Rs.	Rs.
Cotton, raw and manufactured	6,31	4,76	5,19	5,96	5,87
Fuel for public and foreign railways	9,56	8,83	8,90	9,65	10,34
Metallic ores	93	58	45	64	95
Rice	3,67	3,71	3,45	3,89	4,19
Wheat	2,69	2,16	1,84	1,85	2,10
Gram, pulse and other grains	3,42	3,58	3,09	2,91	3,36
Iron and steel	2,07	1,81	2,00	2,21	2,34
Kerosene	1,50	1,62	1,38	1,46	1,52
Jute	1,36	99	1,12	1,29	1,24
Sugar	2,03	1,51	1,30	1,67	1,57
Oil seeds	4,01	3,52	2,88	3,04	2,99
Gur, jagree and molasses	98	1,27	1,39	1,21	1,21

The figures indicate a recovery in almost all cases, practically the only exceptions being cotton, jute, sugar and oil seeds. The increases under wheat and gram, pulse and other grains amount to about 15 per cent. and under metallic ores to 48 per cent.

The statement below compares the receipts of individual railways in 1934-35 with previous years :—

(Figures in lakhs.)

Railways.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,96	1,84	1,56	1,60	1,80
Bengal Nagpur	8,17	7,24	6,91	7,39	7,94
Bombay, Baroda and Central India	10,90	10,30	10,17	10,61	11,07
Burma	4,28	3,74	3,33	3,57	3,72
Eastern Bengal	5,86	5,05	4,91	5,07	5,43
East Indian	18,24	17,36	17,27	17,63	18,71
Great Indian Peninsula	13,33	11,92	11.94	12,21	12,17
Madras and Southern Mahratta	7,98	7,15	6,66	6,84	6,72
North Western (Commercial)	14,98	13,34	12,74	13,23	13,87
North Western (Strategic)	1,48	1,31	1,23	1,23	1,23
South Indian	5,80	5,30	5,51	5,14	5,25
Other Railways	2,12	2,08	2,20	2,11	2,29

All the Railways except the Madras and Southern Mahratta and Great Indian Peninsula showed a considerable increase in receipts in 1934-35 as compared with the previous year. The Bengal Nagpur and Bombay, Baroda and Central India Railways each increased their earnings by about half a crore and the increase in North Western Railway amounted to nearly $\frac{2}{3}$ crore. The East Indian Railway was about a crore better than in the previous year.

18. *Working expenses.*—In making a comparison of working expenses with previous years, allowance has to be made for certain important special factors which are detailed in paragraph 17 *et seq* of the Report by the Railway Board on Indian Railways, Volume I, for 1932-33, and which it is unnecessary to reproduce here. Making allowance for all these factors the comparable figures of traffic receipts and working expenses from 1929-30 are as follows :—

(Crores of rupees.)

	Traffic receipts.	Ordinary working expenses (including cut in pay).
1929-30	103·36	55·92
1930-31	94·66	55·81
1931-32	86·63	49·22
1932-33	84·11	47·42
1933-34	86·63	48·31
1934-35	**90·20**	**49·37**

The receipts were about 13 crores below 1929-30 whereas ordinary working expenses were about $6\frac{1}{2}$ crores lower. The percentage of fall in receipts was $12\frac{1}{2}$ per cent. and in working expenses about $11\frac{1}{2}$ per cent.

From another point of view, Railways have saved in ordinary working expenses 50 per cent. of the fall in receipts.

A comparison of the working expenses of each railway with the previous years will be found below. There is an increase in most railways, with the exception of the Great Indian Peninsula and Bombay, Baroda and Central India Railways.

(Figures in lakhs.)

Railways.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,12	1,09	1,02	1,07	1,15
Bengal Nagpur	5,36	4,83	4,77	4,82	5,06
Bombay, Baroda and Central India . .	6,14	5,47	5,39	6,26	5,45
Burma	2,61	2,33	2,05	2,18	2,24
Eastern Bengal	3,74	3,29	3,17	3,33	3,39
East Indian	9,95	9,02	8,88	8,78	9,16
Great Indian Peninsula	8,57	7,13	7,07	6,99	6,75
Madras and Southern Mahratta . .	3,88	3,33	3,16	3,25	3,36
North Western (Commercial) . . .	9,03	7,74	7,23	7,57	7,59
North Western (Strategic) . . .	1,76	1,38	1,42	1,39	1,43
South Indian	2,87	2,63	2,79	2,67	2,72
Other Railways	1,02	98	94	1,00	1,07

19. *Net receipts.*—The details of net receipts (after meeting the appropriation to the Depreciation Fund, which represents expenditure not controllable by the railway administration) are given below. It will be noticed that all the railways are better than last year except the Madras and Southern Mahratta Railway.

(Figures in lakhs.)

Railways.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	54	44	22	22	32
Bengal Nagpur	1,49	1,07	75	1,19	1,50
Bombay, Baroda and Central India	3,43	3,45	3,40	3,97	4,24
Burma	1,15	88	75	84	94
Eastern Bengal	1,20	80	76	77	1,04
East Indian	6,00	5,99	6,05	6,46	7,11
Great Indian Peninsula	2,87	2,85	2,89	3,28	3,36
Madras and Southern Mahratta	3,22	2,92	2,60	2,69	2,45
North Western (Commercial)	3,69	3,27	3,02	3,37	3,91
North Western (Strategic)	—70	—50	—62	—59	—63
South Indian	2,23	1,92	1,99	1,69	1,74
Other Railways	86	86	1,02	90	1,00

20. *Losses and gains.*—Though the results of nearly every railway during 1934-35 show an improvement as compared with the previous year, there were only two of the bigger systems, *viz.*, the East Indian Railway and the Bombay, Baroda and Central India Railway, that showed an appreciable gain to the State. For the purpose of calculating these gains and losses, the figures shown in the Companies' accounts have been recast to accord with the Government accounts procedure, *i.e.*, the working expenses include the appropriation to the Depreciation Fund and not the actual expenditure on renewals and replacements, which are taken into account in the Companies' own accounts.

The net gain or loss of the various railways for the last 5 years is given below :—

(Figures in lakhs.)

State-managed Railways.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
	Rs.	Rs.	Rs.	Rs.	Rs.
Burma	—44	—74	—75	—71	—56
Eastern Bengal	—80	—1,23	—1,28	—1,25	—93
East Indian	—18	—24	—13	+37	+1,14
Great Indian Peninsula	—1,72	—1,78	—1,68	—1,24	—1,04
North Western (Commercial)	—1,16	—1,58	—1,78	—1,36	—70
North Western (Strategic)	—2,18	—1,99	—2,09	—2,03	—2,03
TOTAL	—6,48	—7,56	—7,71	—6,22	—4,12
Company-managed Railways.					
Assam Bengal	—39	—52	—74	—73	—60
Bengal Nagpur	—1,99	—2,48	—2,80	—2,27	—1,86
Bombay, Baroda and Central India	+43	+45	+41	+98	+1,28
Madras and Southern Mahratta	+1	+14	—27	+1	—23
South Indian	+31	+1	+6	—21	—10
Other Railways	+20	+19	+26	+8	+18
TOTAL	—1,43	—2,21	—3,08	—2,14	—1,33

21. *Capital at charge.*—The statement below shows how the capital at charge on all railways in which the State has a financial interest has been

Nerbudda Bridge at Broach. Flotation of Span No. 10.—Fifth and last Flotation.

growing. For purposes of comparison, sterling liabilities included in the capital at charge have throughout been converted into rupees according to the present procedure, *i.e.*, at the rate of exchange in force at the time the liabilities were assumed.

(Crores of rupees.)

	Capital at charge at the end of the year.
1923-24	629
1924-25	643
1925-26	663
1926-27	690
1927-28	722
1928-29	747
1929-30	778
1930-31	791
1931-32	798
1932-33	797
1933-34	795
1934-35	**795**

The capital at charge has increased in 11 years by 166 crores. It increased rapidly in the first six prosperous years at an average rate of 25 crores per annum. During the next 5 years, the average has fallen to $3\frac{2}{5}$ crores per annum. But in these years stores balances, which form part of our capital at charge, have been steadily falling, the balance at the end of 1934-35 being nearly 6 crores below that four years earlier. Moreover, there have been considerable decreases in the capital at charge as a result of retirement of assets without replacement when the original cost of the asset is credited to capital by debit to the Depreciation Fund. This would amount at a rough guess to about 6 crores. Finally, in 1932-33 the capital at charge was reduced by nearly a crore as representing the difference between the actual amount of rupees required for repayment of the share capital when the Burma Railways were purchased and the capital as it stood on the books of the Railway. Making full allowance for all these factors, the average increase in capital during the 5 years ending 1934-35 may be taken at about 6 crores per annum, which is about one-fourth of the average in the first 6 years.

Of the increase in the period of 166 crores, the expenditure on new lines amount to 48 crores; and 16 crores represent the price paid by the State for acquiring private interests in lines already in existence, for example, Delhi-Ambala-Kalka, Burma and Southern Punjab Railways. The balance of over 100 crores represents the expenditure incurred on the improvements of the open line.

22. *Works expenditure.*—The statement below gives the total expenditure on works year by year from 1924-25 and shows separately expenditure on new constructions, open line works—capital and depreciation fund separately—and amounts spent on the purchase of railways.

(In lakhs of rupees.)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation Fund.	Total works expenditure.
1924 25	3,20	10,07	19	13,46	7,29	20,75
1925-26	3,93	15,32	..	19,25	7,98	27,23
1926-27	6,77	16,13	4,33	27,23	8,05	35,28
1927-28	10,26	22,19	3	32,48	10,95	43,43
1928-29	9,28	15,77	4,30	29,35	9,60	38,95
1929-30	6,65	16,47	7,06	30,18	11,76	41,94
1930-31	4,28	8,92	1	13,21	9,74*	22,95*
1931-32	2,79	3,90	..	6,69	8,26	14,95
1932-33	57	—50	..	7	6,35	6,42
1933-34	22	—2,28	..	—2,06	8,08	6,02
1934-35	**18**	**27**	**—20**	**25**	**8,66**	**8,91**

* Excludes a debit of 1·66 lakhs for correction of past erroneous adjustments.

No new lines have been started since 1930-31 except the Jhudo-Pithoro Railway the construction of which has been considered necessary to afford facilities to the agriculturists for the transport of agricultural produce. The expenditure on this construction in 1934-35 was about Rs. 14 lakhs. The expenditure after 1930-31 which, as will be seen from the above statement, has been falling steadily and rapidly, is only on lines which had been started earlier. These are now all practically completed. Expenditure on open line works amounted to about 9 crores in the year 1934-35. This low figure is partly the result of reductions in stores balances, or in other words to eating up of stocks, but to a large extent it is due to the policy of postponing all but essential or directly and immediately remunerative works as far as possible.

23. *Stores balances.*—The total stores balances at the end of 1934-35 amounted to 9 crores, which constitutes a new low record. During the year a decrease of one crore was achieved. This reduction is to a certain extent due to the fall in prices and general decrease in volume of railway business.

The table below gives the figures of stores balances since 1921-22 :—

(In thousands.)

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal .	24,81	31,48	18,38	12,30	9,49	12,59	13,01	14,91	18,04	22,05	20,70	15,57	13,56	12,65
Bengal Nagpur .	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	1,17,17	1,07,87	1,32,69	1,36,28	1,21,17	1,06,76	1,01,74	97,08	1,01,00
Bombay, Baroda and Central India.	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	1,46,28	1,67,17	1,62,35	1,60,82	1,64,54	1,46,34	1,30,51	1,08,81	1,02,01
Burma . .	66,62	84,85	98,71	84,62	75,00	44,82	59,41	61,25	55,25	52,55	50,83	43,21	40,00	41,66
Eastern Bengal .	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	84,07	84,39	79,53	77,21	76,33	68,70	55,47	40,23	43,42
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,10,66	3,14,19	2,81,46	2,48,17	2,98,92	3,14,89	3,03,84	2,48,39	2,27,47	2,08,64	1,60,12	1,38,49
Great Indian Peninsula.	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67	2,23,13	2,53,49	2,41,88	2,62,01	2,51,73	2,18,32	1,79,58	1,51,14	1,26,92
Madras and Southern Mahratta.	1,50,52	1,66,09	1,50,91	1,02,86	84,31	76,75	93,91	83,29	82,60	79,29	76,03	71,80	53,00	49,62
North Western .	3,94,12	3,92,69	3,79,78	2,73,36	2,44,34	2,86,41	3,91,59	3,69,62	3,47,89	2,59,81	2,27,15	1,84,65	1,65,84	1,46,29
South Indian .	1,14,45	1,38,66	99,02	77,04	1,13,30	1,06,60	1,23,76	1,14,51	1,05,72	93,76	79,72	70,46	56,15	47,04
Other Railways .	31,08	41,01	42,63	42,59	36,87	39,33	46,55	43,75	52,69	57,14	52,42	46,81	42,44	43,30
Strategic lines .	57,76	57,68	72,10	63,38	82,62	83,53	92,34	90,17	92,45	93,76	90,89	1,01,90	93,25	81,60
TOTAL .	23,67,07	23,50,51	22,09,15	17,08,65	15,68,45	14,68,85	17,32,41	17,08,84	16,94,80	15,20,52	13,65,33	12,10,34	10,21,62	9,34,00

24. *Contribution to General Revenues.*—The contribution to General Revenues due for the year 1934-35 amounts to Rs. 504 lakhs or 17 lakhs less than in 1933-34. The statement below shows how the amount is arrived at :—

(Based on actuals of penultimate year 1932-33.)

(Figures in thousands.)

	Rs.	Rs.
1. 1 per cent. on capital of Rs. 7,22,45,01 at charge—commercial lines—to end of 1932-33		7,22,45
2. (i) Receipts (1932-33)—		
Gross traffic receipts—commercial lines . . .	84,34,87	
Subsidized companies—share of surplus profits . .	21,48	
Interest on depreciation and reserve fund balances and dividends on investments in branch lines and miscellaneous receipts	74,08	
Total Receipts .		85,30,43

	Rs.	Rs.
(ii) Charges (1932-33)—		
Working expenses—commercial lines	60,95,59	
Indian States and railway companies' share of surplus profits	65,21	
Land and subsidy	5,55	
Interest—		
On capital at charge—commercial lines	30,10,39	
On capital contributed by Indian States and companies	1,33,58	
Miscellaneous railway expenditure	40,84	
Contribution at 1 per cent. on capital at charge—commercial lines	7,22,45	
Total Charges		1,00,73,61
(iii) Deficit		15,43,18
(iv) Contribution of 1/5th of surplus		...
3. Total contribution from railway revenues 1 *plus* 2 (iv)		7,22,45
Deduct—Loss on strategic lines—		
(i) Interest on capital	1,46,55	
(ii) Miscellaneous railway expenditure	27	
(iii) Loss in working	55,38	
(iv) Interest on the amount of loss in working strategic lines met from Depreciation Reserve Fund balances of commercial lines	16,48	
		2,18,68
4. Net payment due from railway to general revenues in 1934-35		5,03,77

25. *Depreciation Fund.*—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on replacements and renewals actually carried out on those railways during 1933-34 and 1934-35 are given in the statement below:—

(Figures in thousands.)

Railways.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1933-34.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1933-34.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1934-35.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1934-35.
State Lines managed by State.	Rs.	Rs.	Rs.	Rs.
North Western	2,71,55	1,11,32	2,77,27	2,24,37
Eastern Bengal	97,43	80,77	96,86	93,26
East Indian	2,38,56	2,68,85	2,40,74	1,21,65
Great Indian Peninsula	1,94,26	1,19,21	2,02,39	1,22,44
Burma	55,28	28,37	53,36	35,90
State Lines managed by Companies.				
Bengal Nagpur	1,37,75	37,14	1,38,85	56,10
Bombay, Baroda and Central India	1,38,85	53,02	1,37,85	92,36
Madras and Southern Mahratta	89,80	56,37	90,40	59,14
South Indian	77,50	31,29	78,00	32,51
Other Railways	55,50	24,29	56,05	31,45
Adjustments:—				
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-worked Railways under Repairs and Maintenance.	..	—3,10	..	—3,16
TOTAL	13,56,48	8,07,53	13,71,77	8,66,02

26. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway:—

(Figures in thousands of rupees.)

Railways.	Year.	(b) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by State.													
North Western	1932-33	1,48,04,40	..	1,48,04,40	14,14,63	11,75,20	..	2,39,43	1·6	..	6,26,24	..	3,86,81
	1933-34	1,47,87,12	..	1,47,87,12	14,63,88	11,85,48	..	2,78,40	1·9	..	6,17,73	..	3,39,33
	1934-35	**1,46,84,32**	..	**1,46,84,32**	**15,90,81**	**12,33,70**	**28,81**	**3,28,30**	**2·2**	..	**6,01,27**	..	**2,72,97**
Eastern Bengal	1932-33	51,38,86	..	51,38,86	4,98,11	4,21,81	..	76,30	1·5	..	2,03,84	..	1,27,54
	1933-34	50,98,88	..	50,98,88	5,09,60	4,32,92	..	76,68	1·5	..	2,01,77	..	1,25,09
	1934-35	**51,10,05**	..	**51,10,05**	**5,59,27**	**4,46,95**	**7,72**	**1,04,60**	**2·0**	..	**1,97,87**	..	**93,27**
East Indian	1932-33	1,45,49,13	1,12,14	1,44,36,99	17,56,01	11,51,75	..	6,04,26	4·1	..	6,17,37	..	13,11
	1933-34	1,43,85,63	1,12,14	1,42,73,49	18,06,93	11,60,94	..	6,45,99	4·5	..	6,08,69	37,30	..
	1934-35	**1,44,50,72**	**1,12,14**	**1,43,38,58**	**18,93,70**	**11,75,26**	**7,83**	**7,10,61**	**4·9**	..	**5,96,66**	**1,13,95**	..
Great Indian Peninsula	1932-33	1,22,92,13	..	1,22,92,13	12,08,49	9,18,84	..	2,89,65	2·4	..	4,58,05	..	1,68,40
	1933-34	1,21,72,88	..	1,21,72,88	12,35,42	9,07,06	..	3,28,36	2·7	..	4,52,50	..	1,24,14
	1934-35	**1,21,31,12**	..	**1,21,31,12**	**12,77,85**	**9,16,55**	**25,59**	**3,35,71**	**2·8**	..	**4,39,92**	..	**1,04,21**
Burma	1932-33	35,05,52	..	35,05,52	3,49,05	2,73,92	..	75,13	2·1	..	1,50,58	..	75,45
	1933-34	35,19,96	..	35,19,96	3,66,22	2,82,29	..	83,93	2·4	..	1,54,53	..	70,60
	1934-35	**35,02,69**	..	**35,02,69**	**3,78,20**	**2,83,71**	..	**94,49**	**2·7**	..	**1,50,22**	..	**55,73**
State Lines managed by Companies.													
Bengal Nagpur	1932-33	76,99,05	10,32,47	66,66,58	7,02,99	6,28,14	..	74,85	1·0	..	3,54,56	..	2,79,71
	1933-34	77,13,70	10,12,20	67,01,50	7,51,31	6,32,33	..	1,18,98	1·5	..	3,45,93	..	2,26,95
	1934-35	**77,45,42**	**10,12,20**	**67,33,22**	**8,07,80**	**6,56,87**	**1,29**	**1,49,64**	**1·9**	..	**3,35,69**	..	**1,86,05**

Bombay, Baroda and Central India	1932-33	75,77,98	5,50,85†	70,27,13	10,22,95	6,82,79	..	3,40,16	4·5	12,60‡	2,86,91	40,65	..
	1933-34	75,75,05	5,50,85†	70,24,20	10,65,13	6,68,37	..	3,96,76	5·2	13,64‡	2,85,24	97,88	..
	1934-35	**75,95,88**	**5,49,00**	**70,46,88**	**11,78,93**	**7,27,01**	**27,93**	**4,23,99**	**5·6**	**15,61‡**	**2,80,51**	**1,27,87**	..
Madras and Southern Mahratta	1932-33	55,04,15	10,68,25	44,35,90	6,71,93	4,12,35	..	2,59,58	4·6	41,32	2,38,12	..	19,86
	1933-34	55,06,92	10,68,25	44,38,67	6,93,31	4,24,48	..	2,68,83	4·9	31,45	2,36,74	64	..
	1934-35	**55,20,23**	**10,68,25**	**44,51,98**	**7,48,93**	**4,73,97**	**29,79**	**2,45,17**	**4·4**	**36,31**	**2,32,13**	..	**23,27**
South Indian	1932-33	44,84,69	6,35,81‖	38,48,88	5,59,96	3,61,63	..	1,98,33	4·4	7,13‡	1,84,80	6,40	..
	1933-34	44,92,94	6,35,81‖	38,57,13	5,16,93	3,48,04	..	1,68,89	3·8	7,26‡	1,82,41	..	20,78
	1934-35	**45,25,00**	**6,35,81‖**	**38,89,19**	**5,50,82**	**3,67,79**	**8,97**	**1,74,06**	**3·8**	**6,22‡**	**1,77,47**	..	**9,63**
Other railways	1932-33	41,55,81	6,36,73	35,19,08	3,78,16	2,52,97	..	1,25,19	3·2	4,16	1,70,05	..	49,02
	1933-34	42,53,19	6,33,04	36,20,15	3,72,75	2,60,65	..	1,12,10	2·6	4,30	1,72,43	..	64,63
	1934-35	**42,64,12**	**5,89,46**	**36,74,66**	**6,52,22**	**3,80,31**	**1,39,06**	**1,32,85**	**3·1**	**2,98**	**1,68,32**	..	**38,45**
Suspense	1932-33	..	..	..	..	..	..	..	..	..	..	..	..
	1933-34	..	..	..	..	..	..	..	..	..	..	..	..
	1934-35	..	..	..	..	4	..	—4	..	..	..	..	4
Adjustments :—													
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance.	1932-33	..	..	..	..	6,23	..	—6,23	..	..	..	..	6,23
	1933-34	..	..	..	..	3,10	..	—3,10	..	..	..	..	3,10
	1934-35	..	..	..	..	**3,16**	..	**—3,16**	..	..	..	..	**3,16**
2. Write-back of Renewal and Replacement Expenditure of the Company's Sections of the Bengal and North-Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30.	..	..	..	..	..	..	..	..	..	..	..	..	..
Interest on Depreciation and Reserve Fund balances.	1932-33	..	..	..	72,69	..	..	72,69	..	..	..	72,69	..
	1933-34	..	..	..	57,21	..	..	57,21	..	..	..	57,21	..
	1934-35	..	..	..	48,15	..	..	48,15	..	..	..	48,15	..

(Figures in thousands of rupees.)

Railways.	Year.	(b) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS. Payment on account of share of Surplus Profits.	CHARGE AGAINST NET REVENUE RECEIPTS. Interest Annuity and Sinking Fund charges.	Gain.	Loss.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by Companies—concld.													
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1932-33	..	..	..	..	..	..	..	..	..	..	..	16,54*
	1933-34	..	..	..	..	..	..	..	..	..	..	..	14,74*
	1934-35	..	..	..	..	..	..	..	..	..	..	..	9,44*
Total (Central)	1932-33	7,97,11,72	40,36,25	7,56,75,47	86,34,97	62,85,63	..	23,49,34	3·0	65,21	32,90,52	..	10,22,93
	1933-34	7,95,06,27	40,12,29	7,54,93,98	88,38,69	63,05,66	..	25,33,03	3·2	56,65	32,57,97	..	7,96,33
	1934-35	7,95,29,55	39,66,86	7,55,62,69	96,86,68	66,65,32	2,76,99	27,44,37	3·5	61,12	31,80,06	..	5,06,25
Provincial Railways	1932-33	14,61	..	14,61	(a)1,81	..	..	1,81	..	..	57	1,24	..
	1933-34	14,61	..	14,61	(a)1,57	..	..	1,57	..	..	46	1,11	..
	1934-35	14,61	..	14,61	(a)1,14	..	..	1,14	..	..	51	63	..
Grand Total (Central and Provincial)	1932-33	7,97,26,33	40,36,25	7,56,90,08	86,36,78	62,85,63	..	23,51,15	3·0	65,21	32,91,09	..	10,21,69
	1933-34	7,95,20,88	40,12,29	7,55,08,59	88,40,26	63,05,66	..	25,34,60	3·2	56,65	32,58,43	..	7,95,22
	1934-35	7,95,44,16	39,66,86	7,55,77,30	96,87,82	66,65,32	2,76,99	27,45,51	3·5	61,12	31,80,57	..	5,05,62
North Western (Commercial)	1932-33	1,13,73,94	..	1,13,73,94	12,87,22	9,85,16	..	3,02,06	2·7	..	4,79,69	..	1,77,63
	1933-34	1,13,63,56	..	1,13,63,56	13,37,69	10,00,45	..	3,37,23	3·0	..	4,73,57	..	1,36,34
	1934-35	1,12,77,78	..	1,22,77,78	14,64,11	10,43,91	28,81	3,91,39	3·5	..	4,61,04	..	69,65
Non-Commercial (Strategic) (North Western Railway).	1932-33	34,30,46	..	34,30,46	1,27,41	1,90,04	..	—62,63	—1·8	..	1,46,55	..	2,09,18
	1933-34	34,23,56	..	34,23,56	1,26,20	1,85,03	..	—58,83	—1·7	..	1,44,16	..	2,02,99
	1934-35	34,06,54	..	34,06,54	1,26,70	1,89,79	..	—63,09	—1·9	..	1,40,23	..	2,03,32

† Includes Capital provided by the Palanpur Durbar.

‡ Includes payments to Durbars—

	1932-33.	1933-34.	1934-35.
Jaipur Durbar	6,49	6,68	6,72
Palanpur „	18	20	10
Travancore „	17	17	69
* Includes recoveries from Travancore Durbar	46	70	10

‖ Includes capital expenditure on Tinnevelly Quilon (Indian State Section).

(a) Represent figures on account of subsidized Companies.

(b) Figures of Capital at charge include sterling liabilities involved in the purchase of Railways converted at the average rate of the year in which the liabilities were originally incurred.

The receipts and working expenses for 1934-35 in columns 6 and 7 include the figures of worked lines.

III.—*General results of working of all Indian Railways.*

27. Traffic and mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below :—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(*i*) Total route mileage.	1930-31	38,020	4,261	42,281
	1931-32	38,460	4,353	42,813
	1932-33	38,550	4,394	42,944
	1933-34	38,298	4,655	42,953
	1934-35	**38,294**	**4,727**	**43,021**
(*ii*) Number of passengers originating	1930-31	542,062,100	33,764,400	575,826,500
	1931-32	475,513,000	30,323,400	505,836,400
	1932-33	471,689,600	30,205,600	501,895,200
	1933-34	456,617,900	32,995,200	489,613,100
	1934-35	**463,010,900**	**33,580,100**	**496,591,000**
(*iii*) Number of passenger miles.	1930-31	19,708,551,000	779,675,000	20,488,226,000
	1931-32	17,339,974,000	716,844,000	18,056,818,000
	1932-33	16,890,772,000	715,682,000	17,606,454,000
	1933-34	16,384,713,000	765,667,000	17,150,380,000
	1934-35	**16,987,135,000**	**777,474,000**	**17,764,609,000**
(*iv*) Tons originating	1930-31	79,658,000	3,719,000	83,377,000
	1931-32	71,064,000	3,511,000	74,575,000
	1932-33	67,163,000	3,438,000	70,601,000
	1933-34	72,951,000	3,562,000	76,513,000
	1934-35	**80,649,000**	**3,854,000**	**84,503,000**
(*v*) Number of ton miles.	1930-31	20,145,778,000	260,699,000	20,406,477,000
	1931-32	18,106,542,000	240,223,000	18,346,765,000
	1932-33	16,978,015,000	224,526,000	17,202,541,000
	1933-34	18,459,656,000	247,161,000	18,706,817,000
	1934-35	**20,090,588,000**	**261,027,000**	**20,351,615,000**

28. Analysis of earnings.—The total earnings of all railways, including those with which the Government of India are not directly concerned, amounted to Rs. 102·81 crores, of which 64·35 crores or 62·6 per cent. were from goods traffic, Rs. 30·35 crores or 29·5 per cent. from passenger traffic and Rs. 8·11 crores or 7·9 per cent. from parcels, luggage and other miscellaneous items.

29. *Passenger earnings.*—Passenger earnings showed an increase of about 1 per cent. from Rs. 30·11 to 30·35 crores. The following table shows

the numbers of and earnings from passengers separately for each class for the four years previous to the War and for the last seven years. Graphs are also inserted showing the number of passengers carried and of passenger miles by classes from 1923-24 :—

Year.	No. of passengers carried (in thousands).						Earnings from passengers (in thousands of rupees).					
	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.	Total.	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.	Total.
1910 .	685	2,784	10,702	315,839	24,341	354,351	58,82	77,23	94,99	14,65,16	15,85	17,12,05
1911 .	703	2,947	11,409	331,055	25,687	371,801	66,38	83,83	1,08,88	15,73,15	16,85	18,49,09
1912 .	700	3,030	10,508	356,789	26,810	397,837	62,90	83,31	91,37	17,01,35	17,55	19,56,48
1913-14 .	715	3,253	12,000	390,412	30,114	436,494	68,94	88,70	1,03,48	18,37,03	19,36	21,17,51
1928-29 .	912	9,585	17,870	591,743	*	620,110	1,12,25	1,91,89	1,66,43	33,53,82	*	38,24,39
1929-30 .	804	9,125	17,900	606,468	*	634,297	1,04,45	1,83,56	1,58,96	34,11,36	*	38,58,33
1930-31 .	670	8,089	16,189	550,879	*	575,827	94,06	1,70,20	1,41,34	30,24,15	*	34,29,75
1931-32 .	508	5,937	12,354	487,037	*	505,836	83,34	1,53,71	1,22,98	27,75,41	*	31,35,44
1932-33 .	429	5,278	10,871	485,317	*	501,895	77,95	1,47,44	1,15,14	27,91,67†	*	31,32,20
1933-34 .	421	5,050	10,557	473,585	*	489,613	76,07	1,42,24	1,11,54	26,79,09	*	30,10,90‡
1934-35 .	**406**	**4,818**	**10,316**	**481,051**	*	**496,591**	**76,83**	**1,41,48**	**1,11,92**	**27,04,74**	*	**30,34,97**

* The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

† Revised figures.

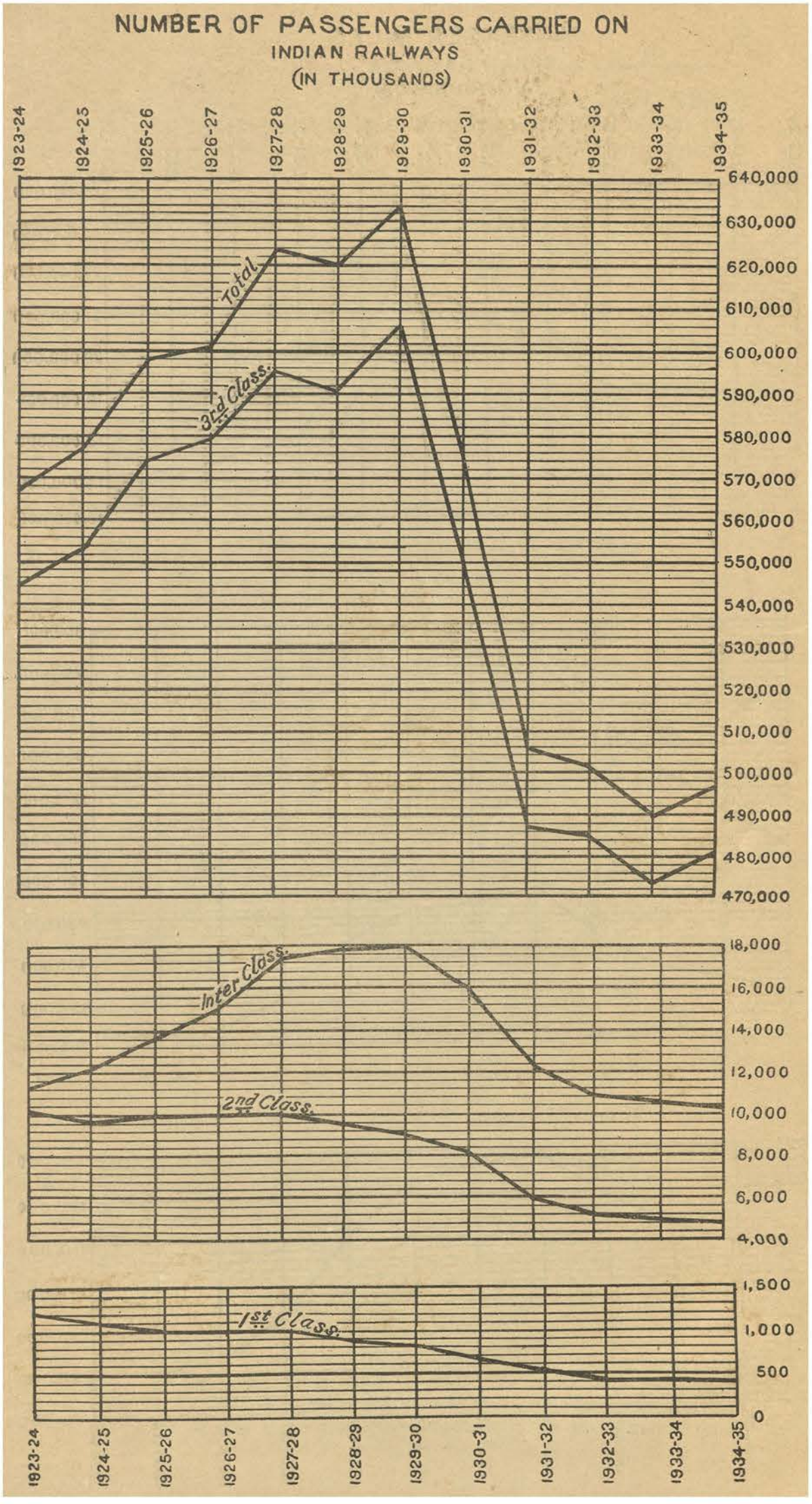
‡ Includes credit of Rs. 1,94(000) received from the East Indian Railway on account of passengers carried over the Delhi-Ghaziabad section for the period April 1925 to May 1931 : details under different classes are not available.

During 1934-35, 10 million more passengers were carried on Class I Railways than in 1933-34 and passenger earnings increased by Rs. 25 lakhs. The following statement shows the variations over the various railways :—

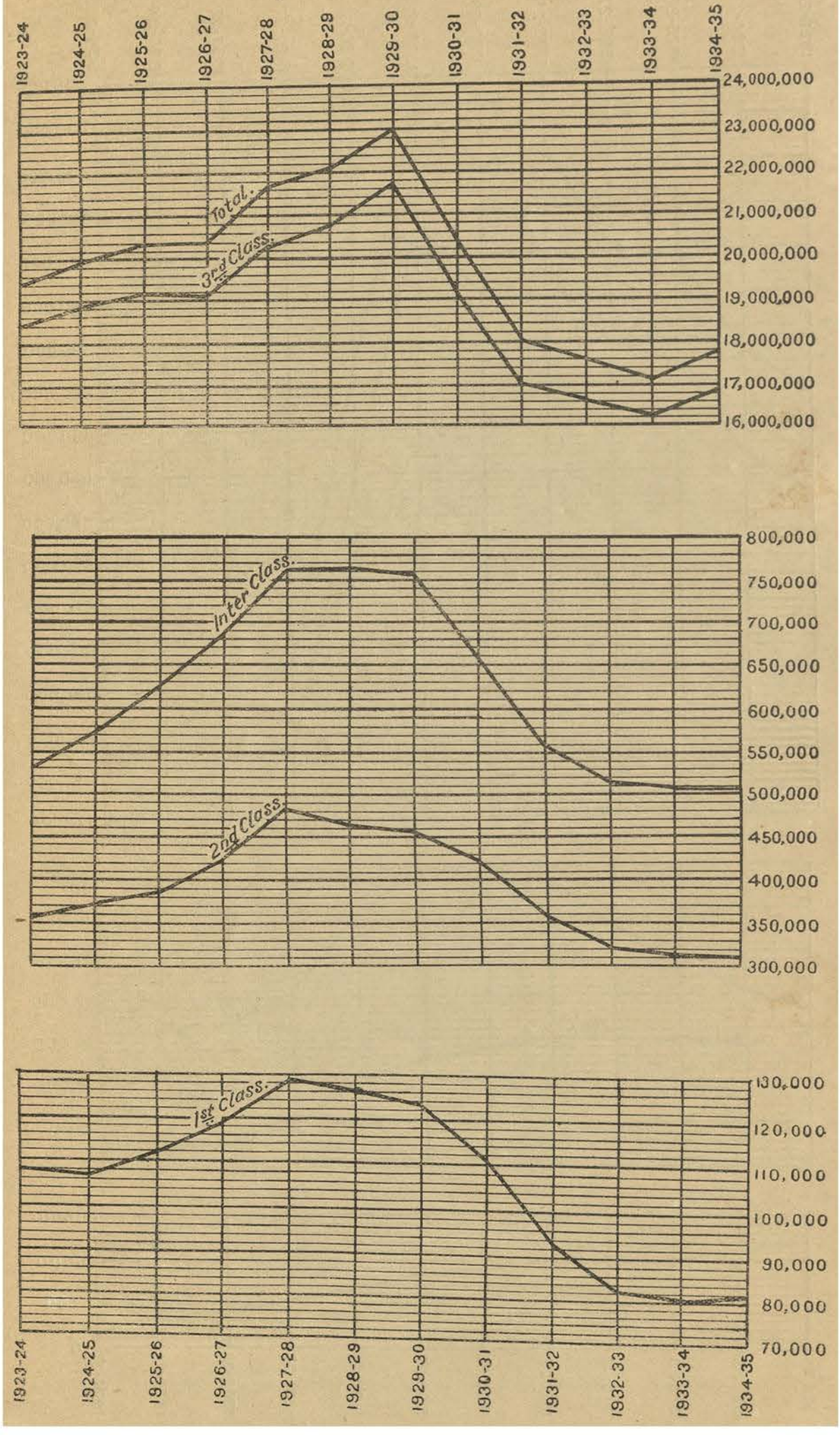
Name of Railway.	Variations in the number of passengers carried as compared with 1933-34.	Variations in earnings as compared with 1933-34.
Assam Bengal	-1,900	-1,67,000
Bengal and North-Western . .	+494,700	+4,71,000
Bengal Nagpur	+540,800	+5,17,000
Bombay, Baroda and Central India	+1,945,300	+4,96,000
Burma	+406,400	+1,83,000
Eastern Bengal	+1,041,400	+5,97,000
East Indian	+1,137,500	+21,77,000
Great Indian Peninsula . .	-70,700	-12,94,000
Jodhpur	+444,800	+3,94,000
Madras and Southern Mahratta .	-1,300,300	-5,40,000
H. E. H. the Nizam's State .	-18,300	-22,000
North Western	+4,961,500	-1,12,000*
Rohilkund and Kumaon . .	+47,800	+41,000
South Indian	+74,200	-2,20,000
Total .	+9,703,200	+25,21,000

* Due to a reduction in third class fares on the North Western Railway.

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS (IN THOUSANDS)



PASSENGER MILES
INDIAN RAILWAYS
(IN THOUSANDS)



30. *Goods earnings.*—The earnings from goods traffic on all railways increased by Rs. 2·84 crores, this improvement being chiefly under coal, gram and pulses and other grains; this however was offset by a considerable fall under oilseeds.

The tonnage of, and earnings from, the principal commodities carried by Class I Railways during the year 1934-35 as compared with the previous year, are shown in the statement below. Apart from the main increases, mentioned above, there were appreciable increases under metallic ores, rice, provisions, wheat and materials and stores on revenue account.

Commodity.	1933-34.		1934-35.		Increase + Decrease— in earnings. Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Increases.					
Fuel for public and foreign Railways.	18·47	9·65	20·15	10·34	+69
Gram and pulses and other grains.	2·39	2·91	2·51	3·36	+45
Metallic ores . .	2·24	0·64	2·99	0·95	+31
Rice . . .	4·36	3·89	4·80	4·19	+30
Provisions . . .	1·08	2·74	1·20	3·04	+30
Wheat . . .	1·65	1·85	1·65	2·10	+25
Materials and stores on revenue account.	11·15	2·50	13·39	2·75	+25
Iron and Steel, wrought	1·30	2·21	1·34	2·34	+13
Petrol . . .	0·23	0·79	0·24	0·89	+10
Railway materials .	4·33	0·44	5·07	0·53	+9
Marble and stone .	2·29	0·73	2·64	0·82	+9
Wood, unwrought .	1·23	0·79	1·34	0·88	+9
Fruits and Vegetables .	2·71	1·28	3·75	1·36	+8
Kerosene Oil . .	0·79	1·46	0·82	1·52	+6
Tobacco . . .	0·29	0·76	0·30	0·82	+6
Fodder . . .	0·87	0·51	0·95	0·56	+5
Manures . . .	0·14	0·11	0·19	0·13	+2
Other commodities .	8·63	9·96	8·91	10·41	+45
Decreases.					
Oilseeds . . .	2·57	3·64	2·27	2·99	—65
Salt	1·40	1·89	1·30	1·76	—13
Sugar refined and unrefined.	0·84	1·67	0·80	1·57	—10
Cotton raw and manufactured.	1·70	5·96	1·75	5·87	—9
Jute, raw . . .	0·99	1·29	0·99	1·24	— 5
Military traffic . .	0·32	0·29	0·31	0·27	—2
Gur, Jagree, Molasses .	0·82	1·21	0·83	1·21	..
Live stock . . .	0·16	0·50	0·16	0·50	..
TOTAL .	72·95	59·67	80·65	62·40	+2,73

31. Alterations in rates and fares.—*Passenger fares.*—Apart from reductions in the passenger fares made by railways on isolated sections of their systems, chiefly in competition with road motor services, mention may be made of some of the more important changes. On the Great Indian

Peninsula Railway the bases of third class fares were revised with effect from 1st April 1934 as follows:—

Previous.		*Revised.*	
	Mail or Express.		
	Per mile.		Per mile.
1 to 50 miles . .	5 pies.	1 to 50 miles .	5 pies.
+ 51 „ 150 „ . .	4½ „	+51 miles and over .	3 „
+151 „ 300 „ . .	3 „		
+301 miles and over . .	2½ „		
	Ordinary.		
1 to 50 miles . .	4 pies	1 to 50 miles .	4 pies.
+ 51 „ 150 „ . .	3½ „	+51 miles and over .	3 „
+151 „ 300 „ . .	3 „		
+301 miles and over . .	2½ „		

The revised mail fares are applicable in local booking only. In the case of through booking, the distinction between third class mail and ordinary fares was abolished.

On the Eastern Bengal Railway, third class ordinary return tickets at a fare and two thirds have been introduced as an experimental measure, the period of availability varying from 2 to 18 days according to distance.

Other Coaching traffic.—Most of the railways continued to quote special rates for fresh fruit in wagon loads, to encourage long distance movement. On the Great Indian Peninsula Railway the rates for certain selected fruits and vegetables were reduced from 28 stations to Bombay. Similar reductions were made on the Bombay, Baroda, and Central India Railway.

Goods traffic.—The following are the more important changes made:—

Rice.—The rates for rice and paddy were reduced for distances from 401 to 500 miles from 1st April 1934 and for 150 to 175 miles from 1st June 1934 with a view to stimulate the movement of Tanjore District rice and paddy to inland stations and to assist the Indian rice to compete with imported rice. Reduced rates for distances from 175 to 400 miles were already in force.

Wheat.—A rebate of 25 per cent. of the freight rates was allowed over the North Western Railway for wheat exported overseas west of Aden *viâ* Karachi.

Cotton.—Reductions in the rates which had been made in 1933 for cotton, full-pressed from certain stations on the Great Indian Peninsula and Bombay, Baroda and Central India Railways to Bombay, in competition with the sea route, were continued during the year. Special rates were also quoted from Coimbatore and Tiruppur to Ahmedabad, Bilimora, Navsari, Surat, Broach, Baroda, Petlad, Cambay, Nadiad and Viramgam.

Sugar-cane.—Special reduced wagon rates were introduced over the East Indian, North Western and Bengal and North-Western Railways for sugar-cane consigned to sugar factories.

Sugar.—Specially low reduced rates from sugar factory stations in the United Provinces, Punjab and Bihar have been quoted for traffic to certain stations.

32. Compensation claims for goods.—The statement below shows for each Class I Railway the amounts paid on account of compensation for goods lost or damaged during the year 1934-35 as compared with the previous seven years. The total amount paid during 1934-35 shows a slight increase over the 1933-34 figure. It will be noted, however, that the figure for 1934-35 is substantially lower than those for the other six years. In 1922-23 the amount of claims paid exceeded Rs. 120 lakhs.

Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1927-28 to 1934-35.

Railways.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	Percentage to Goods Earnings.	
									1933-34.	1934-35.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Assam Bengal . . .	18,006	20,973	19,096	15,976	10,303	5,600	5,784	**5,898**	0·06	0·05
Bengal and North-Western	59,875	45,387	56,914	26,865	25,291	25,866	13,288	**14,460**	0·06	0·07
Bengal Nagpur . .	65,248	1,02,726	77,437	60,128	11,878	14,255	20,002	**27,342**	0·04	0·05
Bombay, Baroda and Central India.	1,57,447	1,21,175	1,07,749	96,011	46,910	31,242	22,054	**29,347**	0·03	0·04
Burma	42,791	34,696	18,828	22,129	11,947	9,226	6,893	**11,146**	0·03	0·04
Eastern Bengal . .	1,71,266	1,53,676	1,08,360	83,409	47,013	43,211	37,416	**25,536**	0·12	0·08
East Indian . . .	2,36,368	2,27,600	1,75,501	1,10,596	90,624	72,983	52,150	**32,474**	0·04	0·03
Great Indian Peninsula .	1,18,333	1,45,133	1,11,392	1,15,364	1,11,645	63,868	72,883	**59,193**	0·09	0·07
Madras and Southern Mahratta.	80,517	95,330	1,28,478	70,612	51,557	22,641	18,953	**21,902**	0·04	0·05
His Exalted Highness the Nizam's State.	11,270	11,443	23,075	16,206	11,978	9,899	4,459	**11,034**	0·03	0·08
North Western . .	—36,383	99,446	78,321	1,26,939	65,900	59,117	21,346	**47,248**	0·02	0·05
Rohilkund and Kumaon .	7,347	7,204	5,775	2,611	4,574	1,220	2,654	**2,400**	0·07	0·06
South Indian . . .	17,691	28,350	12,992	18,826	13,732	7,320	9,523	**4,179**	0·04	0·02
TOTAL .	9,49,776	10,93,139	9,23,864	7,65,672	5,03,352	3,66,448	2,87,405	**2,92,159**	0·05	0·05

NOTE.—The above figures exclude the amount of credits afforded to home line departments for the loss of their goods.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

33. Capital Expenditure.—At the end of March, 1935, the total capital at charge on all railways, including those under construction, amounted to Rs. 885·47 crores, of which Rs. 795·44 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 90·03 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	-29,284,941
Net amount outstanding	120,821,689*

	Rs. (omitting 000)
Direct expenditure by Government	6,25,90,02
The above sterling figure converted into rupees .	1,69,39,53*
Total .	7,95,29,55
Add Provincial Railways expenditure	14,61
Grand Total .	7,95,44,16

By far the greater portion of this amount, namely, Rs. 7,55,77,30,000 is Government Capital and only 1-20th or Rs. 39,66,86,000 is owned by Companies. These figures include Rs. 34·07 crores on account of capital expenditure to the end of March 1935, on strategic lines.

The total capital outlay on all railways during 1934-35 was Rs. 1·30 crores, of which Rs. 0·25 crores were spent on state-owned railways. The following statement shows how this outlay of Rs. 0·25 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1930-31	5·29	3·81	9·10	4·11	13·21
1931-32	1·74	2·16	3·90	2·79	6·69
1932-33	0·05	—0·55	—0·50	0·57	0·07
1933-34	—0·45	—1·82	—2·27	0·22	—2·05
1934-35	**0·76**	**—0·69**	**0·07**	**0·18**	**0·25**

* £8,006 converted at the rate of £1=Rs. 13⅓ and the balance of £ 120,813, 683 converted at the average rate of exchange, ruling in the year in which the liabilities were incurred.

The distribution of the capital outlay in 1934-35 over the different state-owned lines is shown in the summary below :—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal Nagpur . . .	0·27	0·03	0·30	0·02	0·32
Bombay, Baroda and Central India	0·15	0·08	0·23	..	0·23
Eastern Bengal . . .	0·17	—0·07	0·10	0·01	0·11
East Indian	0·37	0·29	0·66	—0·01	0·65
Great Indian Peninsula . .	—0·22	—0·20	—0·42	..	—0·42
Madras and Southern Mahratta .	0·12	0·02	0·14	..	0·14
North Western . . .	—0·12	—0·91	—1·03	..	—1·03
South Indian	0·09	0·22	0·31	0·01	0·32
Other Railways . . .	—0·07	—0·15	—0·22	0·15	—0·07
Total .	0·76	—0·69	0·07	0·18	0·25

34. Lines opened during 1934-35.—71·09 miles of railways were opened to public traffic during the year and consisted of :—

0·30 miles on the 5′ 6″ gauge.

70·79 miles on the 3′ 3⅜″ gauge.

Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Original line (Madras and Southern Mahratta Railway)	5′ 6″	0·30	State . .	Madras and Southern Mahratta Railway.	1st October 1934.
Prachi Road to Jamwala . .	3′ 3⅜″	7·05	Indian State line	Junagad State Railway.	18th April 1934.
Jamwala-Delvada . . .	3′ 3⅜″	24·22	Do. .	Do. .	10th January 1935.
Morvi-Navlakhi . . .	3′ 3⅜″	29·93	Do. .	Morvi Railway .	15th December 1934.
Arasalu-Anandapuram . .	3′ 3⅜″	9·59	Do. .	Mysore Railway	30th April 1934.

35. Lines sanctioned in 1934-35.—During the year under review sanction was accorded to the construction of new lines totalling 101·28 miles, all on the metre gauge.

36. Lines under active construction on 31st March 1935.—At the end of the financial year 1934-35 the mileage of new lines under active construction was as follows :—

	Miles.
3′ 3⅜″ gauge	138·64
Total .	138·64

The lines under active construction are given in the table below, which also shows the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working Agency.	* Progress of work (Proportion completed on 31st March 1935).
Marwar Junction Phulad . .	3′ 3⅜″	15·88	Jodhpur Railway .	·67
Jhudo Pithoro	3′ 3⅜″	64·11	Do. .	·62
Prachi Road-Kodinar . . .	3′ 3⅜″	16·10	Gaekwar's Baroda State Railway.	·15
Visavadar-Talala . . .	3′ 3⅜″	29·44	Junagad State Railway.	..
Khambli Ghat-Phulad Junction .	3′ 3⅜″	13·11	Udaipur Chitorgarh Railway.	·70
Total .	..	138·64		

37. Surveys.—Much of the investigation work undertaken by railways during the year was of the nature of a revision of the traffic and engineering estimates of lines considered in earlier years in order to bring those estimates up to date. Among the projects so examined were the Khadro-Nawabshah, Shahjahanpur-Mailani, Kashipur-Kalagarh, Chakia-Sidhwalia, Muzaffarpur-Darbhanga and the Bulsar-Dharampore railway projects.

Traffic surveys were also carried out for the projected feeder lines in the area irrigated by the Sukkur Barrage Scheme in Sind, and for a line from Badampahar to Joda which is intended to serve the iron ore deposits in the Joda area, Bengal Nagpur Railway. A detailed engineering survey was undertaken also of the Jhudo-Pithoro Railway in Sind, which project was subsequently sanctioned for construction.

38. Important lines under construction.—The following is a brief account of the lines which were under construction during the year :—

(i) *Prachi Road-Kodinar Railway.*—The work of construction of this railway was started by the Baroda State in January 1935. Land within Baroda State was acquired but land in Junagad State was still under acquisition. The railway is expected to be opened for public traffic in May 1936 provided acquisition of land is not delayed.

(ii) *Talala-Visavadar Railway.*—On the completion of the Prachi Road-Una-Delvada section of the Veraval-Delvada Railway, the construction of the Talala-Visavadar section, 29·44 miles long, of the Talala Dhari extension was taken in hand in March 1935.

(iii) *Marwar Junction to Phulad Railway.*—The construction of this metre gauge line was sanctioned in January 1935. It was undertaken by the Jodhpur Railway and is expected to be opened to goods traffic in June 1935, and for all kinds of traffic in about January 1936.

(iv) *Nathdwara-Sursinghji ka Gudha Railway.*—The last section of this Railway, Khambli Ghat to Phulad is under construction. It is expected that the construction of this section will be completed and the line opened for traffic in January 1936.

(v) *Agastiyampalli Point Calimere Railway Extension.*—This line, the survey of which was mentioned in last year's report, is a small extension, 5½ miles long, of the Tiruturaipundi-Agastiyampalli section of the South Indian Railway to serve the village of Kodikarai near Point Calimere, and to afford

* ·30 signifies that $\frac{3}{10}$th of the work has been done.
·50 signifies that half the work has been done.
1·00 signifies completion of the work.

New Chambal Bridge Superstructure. Standard H. M. Loading 1934.

access to a tract over which, due to seasonal floods and the sandy nature of the soil, it is more economical to construct and maintain a railway rather than a road. Preliminary arrangements were taken in hand but active construction, it is expected, will commence only in April 1935.

(vi) *Jhudo-Pithoro Railway.*—The construction by the Jodhpur Railway Administration, on the metre gauge, of a line of railway from Jhudo to Pithoro, a distance of about 64 miles, was sanctioned in August 1934. The line, which has been located so as to distribute the benefits of rail transport as evenly as possible over a large tract of country, is being constructed fundamentally for the movement of the increased volume of agricultural produce grown within the area as a result of the Lloyd Barrage Irrigation Scheme. The completion of the line will convert the Mirpur Khas-Jhudo branch into a complete loop of 114 miles leaving and joining the main line at Jamrao and Pithoro respectively. The line is under construction and it is expected that it will soon be ready for opening to public traffic.

39. Important lines opened during 1934-35.—Of the lines opened during the year, the following may be specially mentioned :—

Prachi Road-Una-Delvada section of the Junagad State Railway.—31·27 miles.—This railway serves a part of the country which was almost inaccessible for the greater part of the year. It was completed and opened for public traffic on 10th January 1935.

40. Important New Works.—*Meghna Bridge, between Ashuganj and Bhairab Bazar, Assam Bengal Railway.*—The importance of a bridge over the Meghna river near Ashuganj as a means of communication between Assam and Eastern Bengal, had long been recognised, but had to be held in abeyance owing to shortage of funds. The matter, however, came into prominence during the flood season of 1934 when as a result of the Gauhati branch being closed for several weeks, traffic was diverted to the Ashuganj-Bhairab Bazar route and very severely taxed the capacity of the ferry. The position was further aggravated by a solid mass of water hyacinth which came down the river and considerably prolonged the time normally required for crossing. As the circumstances clearly showed that the possibility of a breakdown in the ferry arrangements was by no means remote and the estimates showed that the undertaking was financially justified, it was decided that there should be no further delay in providing a bridge and a scheme was accordingly decided on at a cost of about Rs. 56 lakhs to be taken in hand during the coming year.

41. Open Line Improvements.—(i) *Permanent Way Renewals.*—Of the permanent way renewal works sanctioned during the year, special mention may be made of re-sleepering 38·2 miles of wooden sleeper track with steel trough sleepers between Ramganj Mandi and Kotah on the Bombay, Baroda and Central India Railway. This forms the third and last item of the re-sleepering programme for the 123 mile section of the main line north of Ratlam, which was mentioned in previous reports. On the Bengal and North-Western Railway, as a result of an investigation into the condition of the 50-lb. steel rails in the main line from Katihar to Gorakhpur, it was decided to enter upon a regular programme of relaying with 60-lb. steel rails and sanction was accorded to relay as a first instalment 32·5 miles between Sonepore and Chupra. On the Madras and Southern Mahratta Railway the existing $41\frac{1}{4}$-lb. rails on the Guntakal-Mysore section will be relaid with 2nd hand 75-lb. rails released from broad gauge sections. The intention is to relay also the remaining section of the line up to Yesvantpur using 60-lb. new rails within the Mysore State.

(ii) *Permanent retired alignment of the Bengal and North-Western Railway main line between Karagola and Kursela.*—Owing to the encroachment of the Kosi river which had come to within 327 feet of the main line of the Bengal and North-Western Railway between Karagola and Kursela stations and was also a source of danger to the bridge over the Kosi, it was considered necessary to retire the alignment to a safe distance from the river so as to remove the danger and maintain railway communication.

The work was taken in hand at a cost of Rs. 5,46,334 so as to have it completed before the following monsoons.

(iii) *Katareah Fender, Bengal and North-Western Railway.*—Due to the continued encroachment of the Kosi river towards the west approach of the main line to the Kosi bridge between Katareah and Kursela stations, it was considered necessary to construct a substantial protective apron on the north side of the embankment which is the place at which the attack will be most severe if the Kosi river cuts away the remaining 520 ft. between its 1933 bank and the exposed edge of the proposed apron. The work was accordingly taken in hand at an estimated cost of Rs. 2·44 lakhs.

(iv) *Remodelling of the East Indian Railway Workshops at Jamalpur.*—The existing workshops at Jamalpur were constructed about 1862, and have since been added to or altered to meet subsequent requirements. The layout, as it now stands, has many defects, the accommodation and facilities in the Erecting and other shops are very inadequate, due primarily to the narrow span of the bays which prevents the free movement of material in the shops, and the want of adequate crane power in the Erecting shop has also been a serious drawback. While the question of suitably remodelling the shops has been under consideration for some time past, it came into prominence a few years ago when the introduction of the first lot of the new standard engines presented difficulties in handling with the existing 30-ton erecting shop cranes.

Preliminary plans for remodelling the shops were prepared in 1921-22 and subsequently in 1925 but in view of the impending investigations by the State Railways Workshops Committee, their consideration was deferred. The proposals were subsequently examined by the State Railways Workshops Committee, when they visited Jamalpur in 1925-26.

In paragraph 315 of that Committee's report the necessity for extensive remodelling was admitted. After that a number of large standard locomotives were received with which it was impossible to deal in the existing Jamalpur shops. Were it not for the fact that the new Locomotive Erecting shop in the Locomotive Workshops at Lucknow is capable of dealing with these heavier locomotives the provision of new shops at Jamalpur could not have been delayed until the present time. As, however, the heavier locomotives are employed on the eastern sections of the railway the solution of repairing these at Lucknow can only be considered as a temporary expedient on account of the unnecessary light mileage and consequent delay involved in sending them from districts near Calcutta to Lucknow for repairs.

Consequently a scheme for remodelling the workshops was prepared by the Railway Administration in the year 1929 for inception when the financial situation permitted. This scheme was in abeyance till 1932 when, in consultation with the Railway Administration, the Railway Board considered that a thorough investigation into the question of transferring the existing Locomotive shops from Lucknow and their re-erection at Jamalpur was necessary for the following reasons :—

(i) The growing necessity at Jamalpur for the earliest possible provision of shop and crane facilities for dealing with the heaviest classes of Locomotive engines, Boilers and Tenders, together with the necessity on the grounds of economy, of concentrating at Jamalpur the greatest possible amount of heavy repair work, by reason of the more favourable labour conditions prevailing there, and of bringing such heavy maintenance work into closer contact with the manufacturing shops which are located at Jamalpur.

(ii) The less favourable labour conditions at Lucknow and the lack of close contact with the manufacturing shops, rendering the cost of periodical repairs somewhat higher than those obtaining at Jamalpur, with the result that the large and modern shops at Lucknow cannot be fully employed to the best advantage.

In accordance with the decision mentioned above a revised scheme was prepared by the East Indian Railway Administration which involves the dismantlement of the major portion of the Locomotive repair shops at Lucknow, their re-erection at Jamalpur, and the retention at Lucknow of certain shops as an auxiliary locomotive works. The Railway Board were satisfied that the scheme as prepared by the East Indian Railway was sound and remunerative and accordingly sanctioned it in May 1934. The scheme, which is in progress, is expected to be finished in three years.

(v) *Remodelling of Carriage and Wagon Shops at Jhansi (Great Indian Peninsula Railway).*—The transfer of Locomotive repair work from Jhansi to Parel is now complete. It is, therefore, proposed to carry out certain alterations to the present Locomotive workshop building and modifications to the yard, to make it suitable for a Carriage and Wagon Repair Shop for repairing 4 coaching and 20 wagon units *per diem.*

Carriage and Wagon repairs are now carried out at Jhansi in the open on a number of short lines which make progress difficult. The present outturn of four coaching and twelve wagon units *per diem* at Jhansi fully occupies the repair yard leaving no room for satisfactory extension. The proposed scheme provides for the alteration of the Locomotive buildings, vacated on account of the transfer of Locomotive repairs to Parel, to serve as Carriage and Wagon repair shops with a convenient layout for the expeditious movement of stock under repairs and equipped with plant such as overhead cranes, electric trucks and for the expeditious outturn of 4 coaching and 20 wagon units *per diem.* The scheme is capable of expansion without extra cost to double the outturn of coaching stock and at small additional cost to increase the outturn of wagons by 33 per cent. The scheme, which is estimated to cost Rs. 4,34,635, was sanctioned during the year under review, and includes provision for the following works :—

(1) Permanent way, points and crossings and ballast.
(2) Alterations to existing Shop Columns and providing new stanchions.
(3) 85-ton traverser complete.
(4) Removing and re-erecting machines, fencing, etc., in Mill Wright, Fitting and Machine Shops, providing additional machines and cranes, etc., in Wheel Shop and examining pit in Mill Wright Shop.
(5) Concrete roads for electric trucks.
(6) Ash and examining pits and hydrants.
(7) Rearrangement of Crane Girders and installing additional cranes.

The work is expected to be finished within two years.

(vi) *Remodelling Delhi Yard.*—The existing yard at Delhi had not been materially improved during the past twenty years and was very cramped and unsuitable for present day conditions. Remodelling of the Delhi main station was, therefore, sanctioned in September 1934. The main works to be undertaken in connection with the project are the lengthening of passenger platforms, involving alterations in yard arrangements which are also required in order to give increased safety in operation by the introduction of track circuiting, provision of power signalling and installation of new battery charging plant. The scheme will take about two years to complete.

(vii) *Shoranur-Cochin Railway conversion.*—The conversion of this line into broad gauge was completed during the year and the line was opened to traffic on the 21st October 1934. With the opening of the line, goods can now be despatched to the new harbour at Cochin without break of gauge at Shoranur.

The conversion scheme also necessitated the remodelling of the junction arrangements at Shoranur, which were taken in hand at an approximate cost of Rs. 6·75 lakhs

42. Hardinge Bridge, Eastern Bengal Railway.—A short description of the trouble experienced at this important bridge and of the protective measures undertaken on the advice of Sir Robert Gales, was given in last year's report. As the scheme embodied in Sir Robert Gales' recommendations for the further protection and permanent security of the bridge involved the expenditure of a very large amount of money, a committee of engineers including Irrigation experts known as the Hardinge Bridge Committee was formed to further investigate the situation. After detailed inspections of the river and due deliberation, this committee came to the conclusion that there were still certain works for the protection of the bridge during the following flood season, which should be done immediately, but that the formulation of the final scheme for permanent protection should be postponed till after the result of certain experiments to be carried out with a working model of the river and the protection works by the Research division of the Bombay Public Works Department at Poona, were known. This will probably be some time after the next flood season, 1935.

The recommended works, as also certain repair works, were taken in hand during the year, and measures were put in hand also to ensure the prompt introduction of a ferry service over the Ganges if the danger to the bridge during the flood season proved sufficiently great to necessitate it.

43. Quarters for Subordinate Staff.—The statement below shows the additions made during the year to the number of quarters available for subordinate and inferior staff on the various railways :—

Assam Bengal Railway	40	
Bengal and North-Western Railway	120	
Bengal Nagpur Railway	172	
Bombay, Baroda and Central India Railway	23	
Burma Railways	13	
Eastern Bengal Railway	87	
East Indian Railway	342	*plus* 300 rooms temporary quarters at Jamalpur.
Great Indian Peninsula Railway	2	
Madras and Southern Mahratta Railway	36	
North Western Railway	168	
Rohilkund and Kumaon Railway	8	
South Indian Railway	201	
Jodhpur Railway	64	(of these 24 are on the Indian State section.)
His Exalted Highness the Nizam's State Railway	94	

Conditions were rather exceptional in the areas visited by the disastrous earthquake of 15th January 1934 and account for the relatively greater number provided, notably on the Bengal and North-Western and East Indian Railways. On the South Indian Railway, however, the figures include the balance of the previous year's sanction.

The question of providing quarters for the staff of the Railway Clearing Accounts Office and certain other Railway offices located in Delhi, also received consideration, but no final decision could be come to, owing mainly to difficulties in securing a suitable site.

Type of Senior Scale Officer's Bungalow built at Jamalpur to replace those destroyed in the earthquake 1934.

CHAPTER IV.

TRANSPORTATION AND WORKING.

44. Statistics.—The best index to the volume of business handled by railways is passenger miles as regards passenger traffic and net ton miles as regards goods traffic: to arrive at these figures the total number of passengers and tons of goods carried are multiplied by the number of miles over which they are moved. The following table shows that the amount of traffic thus expressed which Class I Railways had to carry, increased during the year, as compared with the previous two years. The figures of net ton miles given do not include the mileage incurred by purely departmental trains but this mileage only represents about 3 per cent. of the total.

Particulars.	In thousands.			
	1932-33.	1933-34.	1934-35.	Percentage of increase (+) or decrease (—) compared with 1933-34.
Passenger miles	16,890,772	16,384,713	**16,987,135**	+3·68
Net ton miles	16,632,652	18,043,937	**19,546,967**	+8·33

Service performed.—The following table shows the number of train miles incurred in carrying the above mentioned traffic. Passenger train miles show an increase of 2·99 per cent. on the broad gauge and 1·65 per cent. on the metre gauge and a decrease of 2·15 per cent. on the narrow gauge. The figures of goods train miles show an increase of 6·52 per cent. on the broad gauge, 4·96 per cent. on the metre gauge and 1·10 per cent. on the narrow gauge. Full details of train and engine miles of Class I Railways are given in statement No. 17 of Volume II and that of class II and III Railways in statement No. 37:—

(Figures in thousands.)

Particulars.	CLASS I RAILWAYS,											
	BROAD GAUGE.				METRE GAUGE.				NARROW GAUGE.			
	1932-33.	1933-34.	1934-35.	Percentage of variations with 1933-34.	1932-33.	1933-34.	1934-35.	Percentage of variations with 1933-34.	1932-33.	1933-34.	1934-35.	Percentage of variations with 1933-34.
Passenger (including proportion of mixed) train miles.*	62,498	62,468	64,337	+2·99	30,354	30,196	30,693	+1·65	2,301	2,323	2,273	—2·15
Goods (including proportion of mixed) train miles.*	35,799	37,712	40,172	+6·52	18,217	18,947	19,887	+4·96	1,559	1,548	1,565	+1·10

* Includes mileage of electric locomotive trains.

In addition to the train services mentioned above a large amount of directly unproductive or " Other " engine miles, *viz.*, shunting, light and assisting had necessarily to be run. During the year under review, however, this mileage was equivalent to only 16 per cent. of the total engine miles (including departmental), as compared with 17 per cent. in the preceding

year. The total departmental train and engine mileage, which is also not directly productive, formed 4 per cent. of the total engine mileage including departmental, as compared with 5 per cent. in the previous year. As the shunting miles on railways form the greater proportion of unproductive mileage, the following table has been prepared to show the ratio of shunting miles per 100 train miles on the passenger and goods services of Class I Railways :—

Particulars.	Broad Gauge.				Metre Gauge.			
	1932-33.	1933-34.	1934-35.	Percentage of variations with 1933-34.	1932-33.	1933-34.	1934-35.	Percentage of variations with 1933-34.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5·51	5·37	5·03	—6·33	5·35	5·43	5·07	—6·63
Shunting miles per 100 train miles (Goods and proportion of mixed).	37·0	35·8	35·4	—1·12	31·6	31·9	32·6	+2·19

Engines.—The work done by engines is expressed by the figure " engine miles per engine per day ". Based on the number of engines on the line, this figure shows an increase on the broad gauge from 61 to 65 and on the metre gauge from 62 to 65. Based on the number of engines in use, the number of engine miles per engine per day increased from 107 to 108 on the broad gauge and from 100 to 102 on the metre gauge. The percentage of engines under or awaiting repairs in mechanical and transportation workshops increased from 16·9 to 17·4 on the broad gauge, while there was a slight decrease on the metre gauge, *viz.*, from 14·3 to 14·1.

45. Speed of goods trains.—The average through speed of goods trains is calculated on the total time taken by a train from the start to the finish of its run inclusive of stops *en route*. During the year under review the average speeds on Class I Railways remained substantially the same as in the previous year. The actual figures for 1934-35 were 11·6 miles per train engine hour on the broad gauge, and 11·0 on the metre gauge, as compared with 11·7 and 11·0 respectively for the previous year. In statement No. 20 of Volume II detailed particulars are given for each railway.

46. Loads of goods trains.—The average net or freight load of broad gauge goods trains on Class I Railways during the year under review was the same as during the previous year, *i.e.*, 391 tons (steam). On the other hand, the figure for metre gauge lines on Class I Railways increased from 168 tons in 1933-34 to 174 tons in 1934-35. Statement No. 23 of Volume II contains the figures for each railway.

The main index figure of goods train working, *i.e.*, " net ton miles per engine hour " again showed an improvement: being 1,946 for the broad gauge and 891 for the metre gauge in 1934-35 as compared with 1,927 and 877 for the broad and metre gauge respectively in 1933-34.

47. Wagon Usage.—The extent to which available wagon stock is utilised may be expressed either in the average number of miles run per wagon per day (both loaded and empty wagons being taken into account) or in the average number of net ton miles performed by a wagon per day. Both these statistical figures, however, indicate the work done by the total number of wagons on railways and not only by the wagons actually in use, as all empty wagons are also taken into account, whether actually in use or stabled in sidings during the period that they are in excess of traffic

requirements. The following table shows these two results for 1934-35 compared with the previous year :—

	Wagon miles per wagon day.		Net ton miles per wagon day.	
	1933-34.	1934-35.	1933-34.	1934-35.
Broad gauge	32·5	34·8	283	308
Metre gauge	26·5	28·2	134	147

The average percentage of unserviceable wagons in mechanical and transportation workshops and sick lines to the total number of goods wagons fell from 10·53 to 9·31 on the broad gauge while on the metre gauge the percentage increased from 2·46 to 2·56.

Passenger vehicles.—Similar figures with regard to repairs of passenger vehicles show an increase from 11·25 to 11·96 on the broad gauge and from 8·43 to 8·52 on the metre gauge.

Turning to individual railways, some of the principal features of the year's transportation working are as follows :—

Bengal Nagpur Railway.—The wagon miles per wagon day and net ton miles per wagon day advanced from 27·9 and 265 in 1933-34 to 32·8 and 321 in 1934-35, respectively. The net ton miles per engine hour increased from 1,590 in 1932-33 and 1,782 in 1933-34 to 1,830 in 1934-35. The shunting miles per 100 goods train miles fell from 49·6 in 1932-33 and 48·4 in 1933-34 to 44·8 in 1934-35.

Burma Railways.—The engine miles per day per engine in use advanced from 107 in 1932-33, 108 in 1933-34 to 112 in 1934-35. The average wagon load increased from 7·66 in 1932-33, 7·87 in 1933-34 to 8·29 in 1934-35. The wagon miles per wagon day rose from 25·5 in 1932-33, 30·1 in 1933-34 to 32·3 in 1934-35.

Bombay, Baroda and Central India Railway.—The net ton miles per engine hour advanced from 2,061 to 2,191 on the broad gauge and 1,124 to 1,193 on the metre gauge.

Eastern Bengal Railway.—The wagon miles per wagon day advanced from 22·7 to 25·0 on the broad gauge and from 22·9 to 24·7 on the metre gauge. The net ton miles per wagon day increased from 161 to 178 on the broad gauge and from 88 to 103 on the metre gauge. The engine miles per day per engine in use and on line advanced from 107 and 69 to 120 and 83 on the broad gauge indicating a more intensive use of locomotive power.

East Indian Railway.—The net ton miles per goods locomotive day on line advanced from 15,147 in 1933-34 to 16,268 in 1934-35.

Great Indian Peninsula Railway.—The average freight load per train and the net ton miles per wagon day increased from 371 and 374 in 1933-34 to 376 and 386 in 1934-35, respectively.

Madras and Southern Mahratta Railway.—The wagon miles per wagon day and net ton miles per wagon day on the broad gauge advanced from 36·6 and 281 in 1933-34 to 42·4 and 333 in 1934-35, respectively.

His Exalted Highness the Nizam's State Railway.—The net ton miles per engine hour increased from 1,586 to 1,798 on the broad gauge and from 961 to 1,064 on the metre gauge. The wagon miles per wagon day rose from 35·0 to 38·8 on the broad gauge and from 29·7 to 33·1 on the metre gauge.

North Western Railway.—The net or freight load per goods train advanced from 300 in 1933-34 to 317 in 1934-35. The shunting miles per 100 passenger train miles fell from 8·02 in 1933-34 to 6·86 in 1934-35.

South Indian Railway.—The net train load rose from 236 to 243 tons on the broad gauge and on the metre gauge sections from 152 to 160 tons under steam and from 141 to 168 tons under electric locomotive services

respectively. The net ton miles per wagon day advanced from 203 to 237 on the broad gauge and from 99 to 105 on the metre gauge.

48. Punctuality of passenger trains.—The following table shows the percentage of passenger trains not losing time to total number of trains run during 1934-35, as compared with 1933-34, on Class I Railway :—

	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad Gauge.					
1934-35	**88·1**	**82·9**	**85·7**	**89·4** **95·5***	**85·3**
1933-34	87·0	83·0	84·3	89·5 93·4*	84·5
Metre Gauge.					
1934-35	**88·0**	**87·2**	**87·0**	**95·9** **97·3***	**85·8**
1933-34	87·2	86·4	86·5	95·7 91·1*	85·2

* Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways' electric multiple unit trains.

It will be seen that on the broad gauge, although the percentage of mail and important through trains and suburban (steam) trains not losing time shows a slight fall, there has been an appreciable improvement in the running of all other passenger trains. On the metre gauge, there has been a substantial improvement in the running of all passenger trains and this has been particularly marked in the suburban (electric) services.

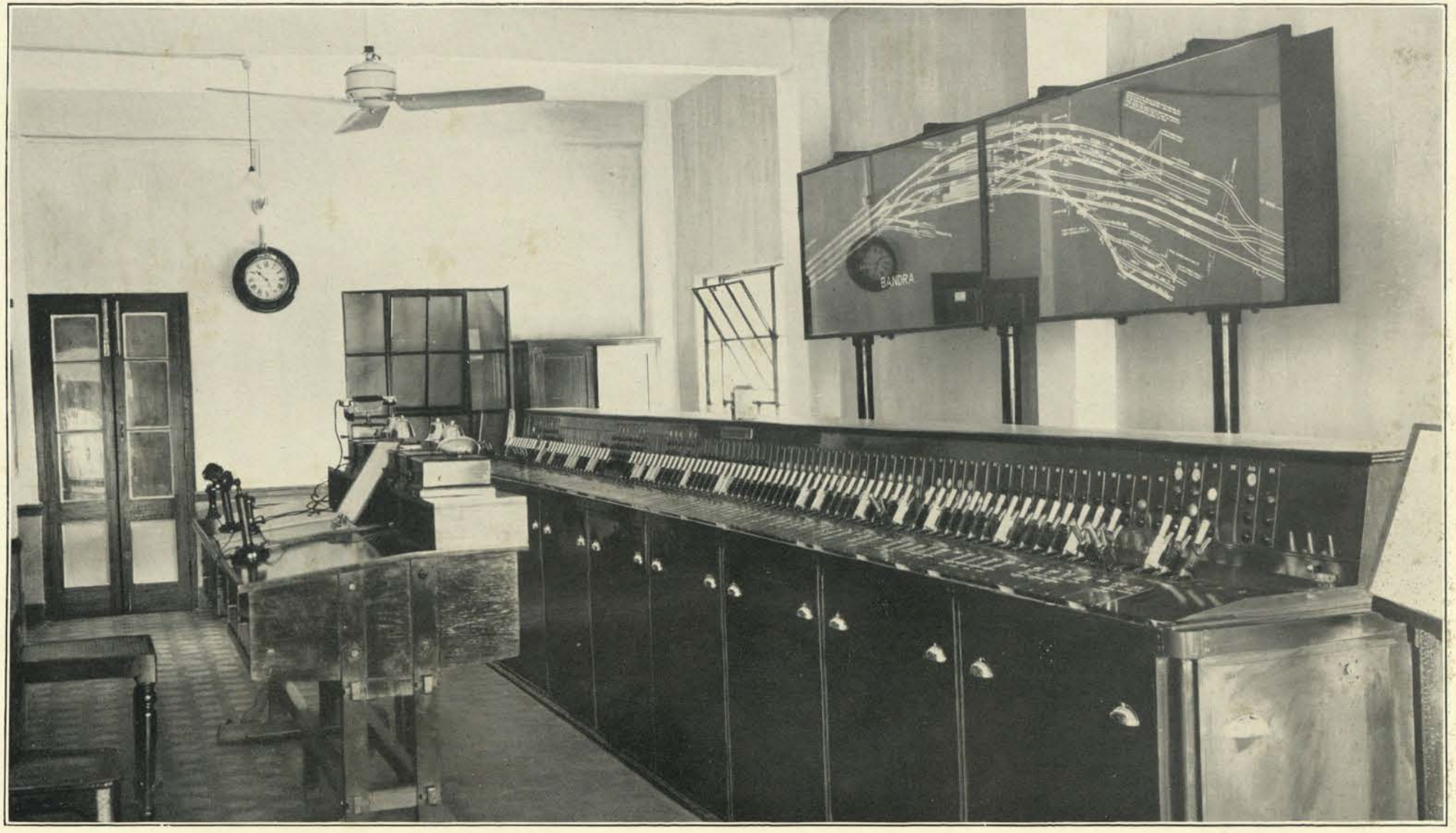
49. System of Ticket Checking.—(i) *Assam Bengal Railway.*—The only important change during the year was a re-arrangement of the head-quarter stations of the travelling ticket examiners, so as to provide for their better distribution over the system. The establishment was also increased by the addition of five travelling ticket examiners.

Intensive checks made over selected sections of the line showed that considerable revenue is still being lost.

(ii) *Bengal and North-Western Railway.*—The travelling ticket checking staff is divided into ten sections. There are three supervisors who are responsible for seeing that the work of the travelling ticket examiners is efficiently carried out. One special gang is utilised on sections where it is suspected that systematic fraud is prevalent. This gang is sent during *melas* to help the regular staff at stations and on trains.

(iii) *Bengal Nagpur Railway.*—The traffic department previously controlled the collection and check of tickets at stations and from May 1934 it also took over from the Audit department the control of ticket checking in trains and the organisation was placed under the control of an Assistant Commercial Officer. The strength of the travelling ticket checking staff is 134. Seven temporary travelling ticket collectors were appointed during the year to cope more effectively with the illicit travelling prevalent in the Howrah-Machada suburban section and the extra staff paid for itself.

Arrangements were also made with certain local Governments for the attendance of magistrates at important stations so that cases instituted under the Indian Railways Act might be more expeditiously dealt with. A special batch of travelling ticket inspectors made a thorough check of trains in areas adjacent to stations at which these magistrates sat, with very satisfactory results. Apart from the check of tickets by travelling ticket inspectors, the practice was continued of making surprise checks by staff temporarily available organised by District Commercial Officers and District Transportation Officers.



All-electric power signal interlocking lever frame with illuminated signal and track diagram and Block Signalman's table at Bandra Station.

(iv) *Burma Railways.*—There has been no change in the system of checking tickets. Owing to the length of the section which was previously given to the upper flying squad, an intensive check of trains could not be made on the Mu-Valley, and an additional flying squad was therefore constituted with headquarters at Kanbalu, and the sections of the other three squads were readjusted.

(v) *East Indian Railway.*—The system of checking tickets and their collection, as recommended in the Moody-Ward Report has been continued. The following additional steps were taken to prevent ticketless travel:—

(*a*) twenty-four hour concentrated surprise checks at stations under the supervision of responsible officials;

(*b*) issue of platform tickets at stations where they were not previously issued;

(*c*) check of ice-vendors' compartments, as a result of which a number of ticketless passengers and unbooked parcels were detected;

(*d*) check of workmen's trains;

(*e*) special checks carried out under the supervision of the Accounts and the Watch and Ward Departments;

(*f*) direction of holders of short journey tickets at certain stations into a special compartment to ensure that they detrained at destination;

(*g*) removal of mendicants and unauthorised persons from railway premises;

(*h*) posting of porters or other available station staff on the off-side of trains and at the end of platforms to prevent passengers leaving by unauthorised exits;

(*i*) the co-operation of District Magistrates led to more Railway Magistrates being appointed to deal expeditiously with railway cases;

(*j*) check of trains in the presence of Railway Magistrates.

A considerable number of passengers, however, continued to travel without tickets and the question of strengthening the ticket checking staff was taken up.

(vi) *Eastern Bengal Railway.*—There was no substantial change in the system of ticket checking. The " Alternate Crew Check " on the suburban section and the " Moody-Ward " system on other sections were continued as in the previous year. Four special inspectors were, however, appointed. The appointments made during the year of special Railway Magistrates at Katihar and Kishanganj to deal with cases instituted under the Indian Railways Act will facilitate disposal of such cases.

(vii) *Great Indian Peninsula Railway.*—Travelling ticket inspectors supervise and check the work of ticket collectors at stations and also travel over their respective lengths to collect excess fares and penalty charges from passengers without tickets. They also conduct when necessary the prosecution of passengers travelling without proper tickets.

A permanent flying squad is employed on the Bombay Division. Flying squads are similarly arranged by Divisional Traffic Managers, whenever possible.

The Crew system of checking tickets was continued on the sections Bhusaval-Harda and Bhusaval-Badnera.

(viii) *Jodhpur Railway.*—Besides the usual checks applied by the travelling ticket examiners the following measures and precautions were adopted:—

(*a*) special vigilance at junction stations where illicit traffic mostly originates;

(*b*) watching off-sides of trains at halts;

(*c*) watching short journey ticket holders;

(*d*) getting the station staff at small stations, where the staff cannot prevent mendicants from entraining without tickets, to draw the attention of the travelling staff to such persons.

(ix) *Madras and Southern Mahratta Railway.*—Travelling ticket examiners under the control of District officers work to a programme of check of tickets in running trains. They are also used to augment the ticket collecting staff at stations on special occasions, such as *melas*, etc.

Stationary and travelling ticket examiners are employed as a special squad to deal with the exceptional conditions prevalent in the Madras suburban area. Headquarters travelling ticket examining squads are employed for short periods over selected sections to check all trains in the area.

Certain subordinates of other departments have been invited to co-operate in detecting and handing over ticketless travellers with satisfactory results.

(x) *His Exalted Highness the Nizam's State Railway.*—The check on suburban trains of both gauges was performed by a crew of six to seven travelling ticket collectors under the direct supervision of travelling ticket inspectors specially selected for the work, all trains being checked every day.

During the first fortnight of each month, travelling ticket inspectors headquartered at Purna were formed into batches each consisting of two for the purpose of making surprise test checks on all trains, according to a confidential chart, each batch concentrating on a particular section. During the second fortnight of each month the travelling ticket inspectors worked singly to a roster which provided for a daily check of certain important trains and others at frequent intervals.

At Secunderabad two batches each consisting of two travelling ticket inspectors made surprise test checks on all trains (working to a confidential chart) throughout the year, one batch concentrating on the broad gauge, the other on the metre gauge. The remaining travelling ticket inspectors at Secunderabad worked to a roster which provided for a daily check of important trains at frequent intervals. The arrangements made last year in co-operation with the local Government for magistrates occasionally to travel over the line accompanied by a special batch of travelling ticket inspectors and police so that those detected without tickets might, where necessary, be placed immediately before a magistrate were continued.

(xi) *North Western Railway.*—As a special measure groups of special ticket examiners were split into sub-groups of two men (and in some cases one) in order to check a larger number of stations. On the Karachi, Quetta and Rawalpindi Divisions the experiment of providing special ticket examiners with spring balances to weigh passengers' luggage was tried and the introduction of similar measures on other divisions is being considered.

The United Provinces Government agreed to detail magistrates at certain railway stations to try cases of ticketless travelling and accordingly a magistrate was detailed to sit at Meerut city. This had the effect of reducing the number of cases detected in that area.

(xii) *Rohilkund and Kumaon Railway.*—The duties of travelling ticket checkers are changed weekly. Principal trains are checked almost daily and particular attention is paid to the checking of branch line trains.

One of the two important changes made in the procedure adopted hitherto has been a series of surprise raids in collaboration with Railway Magistrates and their staff. These checks proved efficacious both in the recovery of railway dues and a reduction in the number of persons travelling without proper tickets.

Three additional travelling ticket collectors and one travelling ticket inspector were appointed to serve as a flying squad and make surprise checks under instructions from an Assistant Traffic Superintendent in charge.

(xiii) *South Indian Railway.*—197 travelling ticket examiners and 14 travelling ticket inspectors were utilised for checking trains. 20 travelling

ticket examiners and 4 travelling ticket inspectors were retained at headquarters, the remainder being distributed on the six districts. The twenty travelling ticket examiners at headquarters were divided into four squads, but two of these squads were withdrawn to make an intensive check of trains on sections round Trichinopoly Junction. Passengers detected travelling without tickets on these sections and refusing to pay the excess fare due were immediately produced before a Special Magistrate at Trichinopoly Junction.

50. Road Motor Competition.—The question of co-ordinating the development of road and rail transport facilities has continued to receive the attention of the Government of India. In the report for 1933-34, it was stated that the Government of India were in correspondence with local Governments as to the action to be taken to implement the resolutions adopted at the Rail-Road Conference held in April, 1933. This correspondence led to a meeting being held in January, 1935, of a body called the Transport Advisory Council which it is hoped will be a permanent institution. It consists of the members of the Governor-General's Executive Council in charge of matters relating to communications and representatives from each Governor's province, ordinarily a Minister, each with one or two technical advisers. At the meeting referred to, the Council formulated a precise statement of policy to secure the co-ordinated development of road and rail transport. This statement has since been placed before local Governments with a view to its adoption by them. In addition to these steps to secure a sound policy in the future, the Government of India have always administered the Road Account, which at present forms the chief source of funds for the development of roads, in a manner designed to avoid undesirable competition between motor and railway traffic.

Meantime, the question of taking steps to meet the competitive conditions created by the running of road motors has continued to receive close attention on all railways. Brief particulars indicating the position on certain principal railways and of what has been done during the year under review are given in the following paragraphs.

(i) *Assam Bengal Railway.*—This railway is not subject to competition from road motors to any great extent, but the improvement of roads and provision of road bridges, specially in Assam, are creating a position which will need careful attention. The principal development during the year was the growth of road competition between Karimganj and Sylhet Bazar and on the Chittagong-Dohazari line. The number of trains on these sections was increased to meet this competition.

(ii) *Bengal and North-Western Railway.*—Competition is not serious at present, principally on account of the comparatively low fares charged and the poor condition of roads running parallel to or short-circuiting railway lines through the greater part of the system.

(iii) *Bengal Nagpur Railway.*—Reduced third class single journey tickets between certain stations on the Satpura narrow gauge system and on the Dhamtari Railway were introduced, with satisfactory results.

Special rates lower than the half parcels rates from certain stations on the Ranchi-Lohardaga section to Howrah were quoted for vegetable and fresh fruit traffic which it was found was being diverted to the road.

(iv) *Bombay, Baroda and Central India Railway.*—No new measures were taken to meet road competition as regards passenger traffic, but the effect of measures taken in previous years was carefully watched and it was found that competition had decreased to a certain extent on some sections.

Competition as regards parcels traffic has been experienced on the Bombay suburban section, and action has been taken by local canvassing and the placing of a motor lorry service at the disposal of the trade to meet this competition.

(v) *Burma Railways.*—(*a*) The co-ordinated bus services between Kyaukpadaung and Chauk and Kyaukpadaung and Yenangyaung continued

to function throughout the year, and the parcels traffic continued to improve on these services. An agreement was entered into with the Tavoy Motor and Cycle Company, for the carriage of railway parcels between the rail head at Ye and Tavoy to provide through booking between all stations on the railway and Tavoy. The traffic on this route has been very good since the opening of this new service and promises well for the future. The bus service has also popularised the rail route to Tavoy *viâ* Ye.

(*b*) *Passenger traffic.*—The local trains which had been running between Toungoo and Penwegon were extended to run between Toungoo and Nyaunglebin. A service of two local trains each with two coaches was instituted between Letpadan and Paungde. This section has been one of the worst sufferers from bus traffic, the road running parallel to and practically adjoining the railway line for the whole distance. The trains referred to stop at certain busy level crossings between stations adjacent to big villages for the purpose of entraining or detraining passengers. A great deal of the lost traffic has thus been regained.

(*c*) *Other than passenger traffic.*—Competitive rates were introduced where necessary, and in certain cases siding or similar charges were waived, but the loss of goods traffic to the road now presents a serious problem. In the case of paddy to up-country mills alone, it is estimated that the railway now loses possibly 60,000 tons per annum to the road representing about Rs. 1,50,000 in freight. The lorries which take loads of paddy to the up-country mills often get return loads in the form of rice, and where rice is taken to Rangoon, the lorries again get return loads in the form of higher grade commodities. It is probably not an unfair estimate to place the present total loss of goods traffic to the road at Rs. 4,50,000 per annum. The question of meeting this competition is receiving very careful consideration.

(vi) *East Indian Railway.*—The number of omnibus services operating in the areas served by this railway at the end of March 1935 was 282, showing no increase over the figure for the previous year. The action taken by the railway to meet competition reduced by twenty the number of buses licensed for operation on competitive roads and short-circuiting roads. On the other hand, there was an increase of 63 buses in the number licensed for operation on feeder roads.

Cheap return tickets were being issued on 37 sections, nine of these being additions made during the year. With these reduced fares was combined, whenever possible, an improvement in travelling facilities by the running of light trains and the opening of halt stations. Action was also taken to give greater publicity to the reduced fares introduced.

(vii) *Eastern Bengal Railway.*—Cheap lower class return tickets were introduced on the Rupsa East-Bagerhat section. The introduction of third class ordinary return tickets at one and two-thirds single journey fares, and their availability for a minimum period of two days after the day of issue will, it is believed, act as an effective check against road competition.

Apart from the Ballygunge-Diamond Harbour section, motor services elsewhere have not been able to extend the scope of their activities to the detriment of railway revenues.

(viii) *Great Indian Peninsula Railway.*—Competition from road motor services continued to be keen throughout the year and measures were taken to regain lost coaching and goods traffic. Besides adjustments in train timings and reduction in third class fares on certain sections, an intensified passenger service by a Diesel rail car was introduced on the Pulgaon-Arvi Railway. A reduction in the basis of charge for lower class traffic from 4 pies to 3 pies per mile was also made from 1st January, 1935. As a result, bus competition on this section has received a definite check.

Frequency of service, running of special trains, strengthening of the rakes of the already existing train services, and the quotation of reduced third class fares, were among the important measures adopted to divert pilgrim traffic from the road to the rail.

Reduced rates were also quoted for certain commodities to prevent the diversion by motor lorries of traffic previously carried by rail.

(ix) *Madras and Southern Mahratta Railway.*—The most serious competition so far experienced is in connection with passenger traffic, but there is evidence that competition by buses and lorries is growing in respect to parcels and certain classes of goods traffic. The measures taken to counter competition for passenger traffic include:—

(*a*) improvements in the train service;

(*b*) flat rate reductions over sections or branches of the railway;

(*c*) cheap return journey tickets between competitive points;

(*d*) cheap single journey tickets between competitive points.

In regard to (*a*), much has been done to improve the train service by reducing the overall time of trains. In particular, attention has been paid to the grouping of trains at junctions in order to avoid long halts. Experience has shown that additional trains, as a measure of combating competition from the roads, are not particularly effective.

With regard to (*b*), flat rate reductions over certain sections and branches have been tried, but here again experience has shown that the measure is one to be adopted with caution if a net loss is to be avoided.

As regards (*c*) and (*d*), cheap return journey tickets between competitive points have met with a certain measure of success, but it is not considered that these effectively counter bus services. The greatest measure of success has been obtained with cheap single journey tickets between competitive points, but here also it is necessary to proceed with caution if loss is to be avoided on account of the rebooking which is liable to occur. It is also necessary to ensure that sufficient potential traffic exists and is likely to be attracted in order to offset the loss which is inevitably involved by a reduction in the fare.

Competition for parcels traffic is mainly confined to perishables such as betel leaf and it has been found necessary in the case of traffic for the Bombay market to reduce parcel rates in conjunction with the Great Indian Peninsula Railway from stations near Poona.

As regards goods traffic, the principal competition consists of either—

(*a*) cases where the railway is considerably short-circuited such as Miraj to Bijapur, or

(*b*) cases where traffic is conveyed under special conditions.

To meet (*a*), the only possible counter measure is rate reductions.

To meet (*b*), service and facilities are of importance. For example, hides and skins which are sold by weight are readily susceptible of transfer to the roads owing to the loss of weight which occurs during delayed transit by rail in iron wagons. A recent development is the transport of matches by road due to the adoption of a cheap form of packing which does not conform to the regulations prescribed for the conveyance of matches by railway.

(x) *North Western Railway.*—Severe competition from road motors for passenger traffic still continues to be experienced on certain sections. A new feature of this competition has been the formation of organised companies which run motor services to regular timings and at fixed charges. Their activities extend also to parcels and goods traffic, the commodities most affected being fresh fruit, vegetables, piece-goods, wheat, groceries, haberdashery, ghee, etc.

In order to check these activities and to re-divert passengers to the railway the policy started in 1931 of issuing cheap single or one (or two)-day return tickets has been pursued. The train services have also been improved and accelerated and a campaign of canvassing for passengers carried out.

Competition in parcels traffic is mostly felt in regard to fresh fruit and vegetable traffic. Low rates have been introduced for smalls, and special concession rates for wagon loads.

The effect of competition in goods traffic is mostly felt for distances within 50 miles. Attempts are made to regain the traffic by improving the services, running guaranteed vans, relaxing conditions of packing and carriage, etc. When, however, such measures do not improve matters, very low station-to-station rates are introduced. In the majority of cases, however, it is believed that it would have been easier to combat road competition if it were not for the extensive and indiscriminate overloading of lorries.

The newly organised Sales branch has also started canvassing for traffic in towns, villages and *mundies*.

(xi) *His Exalted Highness the Nizam's State Railway.*—The Railway Road Mechanical Transport Services took over the Mahbubnagar Devarkadra road paralleling the railway line, and the Nander-Hingoli road which short circuits and competes directly with the Hingoli Branch. Most other competitive roads are at present worked under monopolies and cannot be taken over until these expire in July and August, 1936.

(xii) *Rohilkund and Kumaon Railway.*—With a view to combat bus competition, the following measures were adopted:—

(*a*) Intermediate and third class return tickets were issued at concession fares over the main line from Lucknow to Kasganj including Bareilly-Kathgodam section.

(*b*) Return third class tickets were issued from stations on the Bombay, Baroda and Central India Railway between Agra and Kasganj to Soron *viâ* Kasganj at $1\frac{1}{2}$ fares to divert *mela* passengers to the railway.

(*c*) Light passenger trains were run with speed accelerated between Bareilly and Kathgodam and Bareilly and Pilibhit.

Motor buses are attracting goods of a perishable nature carried by rail as parcels for short distances, but competition in respect of goods traffic has not yet been felt.

(xiii) *South Indian Railway.*—Competition from motor buses has affected both coaching and goods traffic. Cheap third class single journey fares have been quoted on certain sections, and this has tended to check the expansion of road services. Other steps taken include improvement of travel facilities by the introduction of fast passenger trains, the running of additional trains at convenient timings and the stoppage of certain trains at level crossings near villages.

Reduced rates have been quoted, where necessary, for certain commodities normally carried as parcels traffic and also for others generally carried by goods trains. Further facilities have been afforded by arrangements being made for quick transit, etc.

51. Mela Traffic.—During the year under review further efforts were made to facilitate dealing with the large influx of passengers visiting places of religious importance, and to encourage pilgrims to visit such places. In some cases special rates for return tickets were quoted in conjunction with steamer companies.

The following are some of the more important melas which occurred during the year:—

(i) *The Ardhodaya Yoga Mela at Sitakund, in Calcutta, and at various stations along the banks of the Ganges.*—This fair occurs about once in 27 years. From the Assam Bengal Railway nearly 75,000 passengers travelled to Sitakund, the Bengal Nagpur Railway conveyed 70,000 by special trains into Calcutta, and the number of pilgrims who attended the *melas* at various stations on the Bengal and North-Western Railway totalled about 115,000.

(ii) *Ardhodayam in the Madras Presidency.*—This occurred at Dhanushkodi, Chingleput and Vedaranniyam, and the South Indian Railway carried 119,000 pilgrims to these stations.

(iii) *The anniversary ceremony of the Mulagandha Kuti Vihara-Sarnath on the East Indian Railway.*—In collaboration with certain steamer companies an extensive joint publicity campaign was undertaken in the Chittagong Hill tracts and Arakan Coast territory, to stimulate Buddhist pilgrim traffic for this ceremony and to other places of Buddhist interest served by the East Indian Railway.

Concessions in fares granted were advertised by means of illustrated folders and coloured letterpress posters printed in Bengali and Burmese, which were distributed and displayed in traffic areas through various Buddhist organisations, District Boards, clubs, etc.

(iv) *Magh Mela at Allahabad.*—This *mela* which occurs every year is very largely attended and an intensive advertising campaign was undertaken to give it the widest publicity possible.

(v) *Khwaja or Urs at Ajmer.*—The number of pilgrims who attended was 36,569, an increase of nearly 13,000 over the previous year.

(vi) *Pushkar fair at Ajmer.*—The Bombay, Baroda and Central India Railway opened a temporary enquiry office to give information to passengers regarding the facilities offered, and generally to assist in matters of travel. Special handbills containing brief information regarding their pilgrim centres were also distributed for the first time to the 72,700 pilgrims who visited the fair.

52. Wagon position.—During the year under review, the demand for wagons was not in excess of the stock available except for the first two weeks of February 1935. As compared with the previous year, the number of wagons loaded was more by 200,540 or an increase of 5·05 per cent. Despatches of coal increased by approximately 1,563,668 tons representing an increase of 9·28 per cent. over the previous year.

53. Neutral examination of interchanged wagon stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions :—

Agra Cantonment.	Khanalampura.
Ajni Nagpur.	New Delhi.
Chheoki.	Raichur.
Ghaziabad.	Waltair.

The system of neutral umpires introduced in July 1932 at Gomoh and in February 1934 at Katni Murwara, was continued.

54. Railway Collieries.—The output from the principal railway-owned collieries during 1934-35 compares with the previous years' output as follows :—

Colliery.	Owned by	Output (tons).	
		1933-34.	1934-35.
1. Joint Bokharo . . .	E. I. & B. N. . .	551,650	**672,266**
2. Joint Sawang . .	E. I. & B. N. . .	56,097	**59,235**
3. Kurharbaree and Serampore .	State	644,363	**771,137**
4. Bhurkunda	State	103,348	**104,113**
5. Kargali	State	495,934	**445,172**
6. Argada	B. N.	195,155	**251,316**
7. Talcher	B. N.	50,719	**106,265**
8. Jarangdih	B., B. & C. I. and M. & S. M.	141,386	**118,420**
9. Talcher	M. & S. M. . . .	185,062	**141,916**
10. Kurasia	B., B. &. C. I. . .	83,486	**122,895**

State Railway Collieries.

(i) *Bhurkunda Colliery.*—Owing to continued restriction in the output, no development work was done during the year. New sub-stations for the control of pumps and other electrical equipment were built in No. 2 Kurse and No. 4 Simana inclines. The electrification of No. 3 Kurse incline haulage engine was completed and the haulage brought into commission. All buildings, plant and machinery and power house were maintained in a satisfactory condition. The supply of labour, health and sanitation of the colliery were satisfactory.

(ii) *Kargali Colliery.*—A new travelling road from the pits to No. 3 quarry was opened. This constitutes a separate travelling road for the pit labour and leaves the pits free for coal winding throughout the 24 hours. An endless haulage was installed on the west side of the pits. This has worked satisfactorily and development is now being made in the area adjoining the Dhori boundary. The power house, all colliery machinery and buildings were maintained in a satisfactory condition. The supply of labour, health and sanitation of the colliery were satisfactory.

(iii) *East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.*—No constructional work was carried out at this colliery during the year under review. The labour supply was adequate and the health of the community was good. No reportable accident occurred during the year.

(iv) *East Indian and Bengal Nagpur Railways' Joint Bokharo Colliery.*—No new construction work was undertaken at this colliery during year under review. All screening plants, haulages and pumping plant have worked satisfactorily.

(*a*) *Quarry No. 1.*—The three portable electrically driven pumps have been put into commission to deal with the water at the bottom of the quarry and are working satisfactorily.

(*b*) *Quarry No. 2.*—A new haulage gallery is being driven under the railway to replace the existing galleries. When these are connected a large area of coal will be released. Owing to the corrosive nature of the water it has been decided not to instal electrically driven pumps at this quarry.

(*c*) *Quarry No. 3.*—A new pipe line has been laid from the main air compressor to this quarry. The small and inefficient compressors have been released and economy and increased efficiency have been effected. Arrangements are being made to sink a new pumping shaft to the south of the present one in order to release a large area of coal in the vicinity of the existing shaft. The proposal to instal electrically driven pumps at this quarry has been abandoned as the water has very corrosive properties. Labour supply has been plentiful, and the health of the community generally has been good. Three sporadic cases of cholera occurred during the year. There were no other infectious diseases. 1,527 persons were inocculated against cholera as a precautionary measure. No fatal accident occurred during the year. Nine persons were seriously injured during the year and all were successfully treated and cured.

(v) *Giridih Collieries.*—(*a*) *Serampore Colliery.*—Difficult conditions still prevail in several districts, but the output has been satisfactorily maintained. The underground fires have been kept under control in all cases. There have been no fresh outbreaks of fire. The underground haulage systems have worked well. A new and improved auxiliary haulage is being installed to deal with the coal from an area situated at a considerable distance from the main dip haulage.

Deep Pit.—A good output has been maintained and conditions underground have been satisfactory. Development through the dyke has been difficult and disappointing as the coal seam has thinned out in the development galleries. There is evidently a faulty and disturbed area to drive through before reaching coal of good thickness and quality. The new screening plant has been put into commission and is working satisfactorily.

16 A Pit.—Conditions in the fire area remain much the same. It has not been possible to build the dam to prevent the leakage of water impounded in the fire area owing to the dangerous conditions of the strata. An effort was made to get into the seat of the fire, but failed owing to the high temperature within the dams. On the other hand, the temperature registered is now several degrees lower than it was a year ago which proves that the fire is not so active as it was.

(*b*) *Kurharbaree Colliery.*—Difficulties have been experienced in extracting coal in some areas, but the necessary output has been raised.

Nos. 1 and 2 Jubilee Pits.—Development of the new area through the dyke to the east and north has made good progress. The new pump house to accommodate the additional 60,000 gallons per hour pump has been completed.

Joktiabad Pit.—One of the high lift pumps at No. 2 Central Pit was transferred to this pit during the year to augment the existing pumping units. An improved reconstructed haulage engine for the main haulage road has been put into commission and is working satisfactorily and no difficulties have been experienced.

Sariabad.—Conditions underground continued to be satisfactory. Main galleries were driven to tap the water in some old workings at Domohani, which have been waterlogged for over 27 years. This has been satisfactorily carried out and all the water has been drained off. This area will be kept as a reserve of coal to meet emergent requirements at any time.

Kalimaran.—This shaft was re-opened during the year and development at the southern boundary has been re-started in order to provide working places as the coal in other areas becomes gradually exhausted.

(*c*) *Bye-Products—Coke Ovens.*—The outturn from the bye-product coke oven and benzol plant was as follows:—

	Tons	cwts.	qrs.
(1) Coke	19,974	2	0
(2) Tar	892	0	1
(3) Sulphate of Ammonia	221	4	0
(4) Sulphuric Acid	315	13	3
(5) Benzol	29,718	gallons.	
(6) Rectified Solvent Naptha	1,799	,,	

There were 13 accidents at the collieries; of which 4 proved fatal.

All plant and machinery have been maintained in a satisfactory working order during the year under review.

(vi) *Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery.*—Owing to the restriction of output, the progress in gallery driving was limited. The system of keeping the airways wet to prevent explosions of coal dust was extended to cover the whole of Nos. 1, 2, 3 and 4 east and west main roads and Nos. 1 and 2 dips. All main rise airways are naturally wet throughout and do not require this precaution. Work was discontinued in Nos. 1 and 2 quarry inclines as the orders for coal were insufficient to keep them going. To reduce expenditure the underground plant was withdrawn and no pumping was done. The existing plant was maintained in an efficient working condition and no additions were made during the year.

(vii) *Bombay, Baroda and Central India Railway's Kurasia Colliery.*—The following principal works were done at this colliery during the year under review:—

Buildings.—6 blocks of labour quarters were erected.

Power House.—The building of a Condensor circulating tank was completed.

Electrification.—The wiring of the hospital, power house, river pumps, fan house and 4 blocks of labour quarters, was completed.

Gantry, screening plant.—The erection of the coal gantry and screening plant was, with the exception of the concrete floor on the east side of the picking belt, completed.

Colliery siding.—The work on the extension of the colliery siding was carried out and finished with the exception of linking with the Bengal Nagpur Railway line.

Development underground.—A progress of 973 feet of gallery drivage was made. A coal cutting machine and electric locomotive were put into operation in No. 2 incline.

(viii) *Madras and Southern Mahratta Railway's Talcher Colliery.*—The development of this colliery proceeds steadily. Recently, a fault has been met and trial borings indicated that there is a down throw of about 80 feet and both the top and bottom seams appear to thin out.

(ix) *Bengal Nagpur Railway's Talcher Colliery.*—The development of this colliery is still in progress. Raisings during the year under review amounted to 108,321 tons.

Coal mined in India.—In 1934 the coal mined in the various provinces of British India amounted to 20,243,977 tons as against 18,160,681 tons in 1933, or an increase of 2,083,296 tons.

Quantity of coal despatched by rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows :—

East Indian Railway	12,988,649 tons.
Bengal Nagpur Railway	7,624,512 ,,

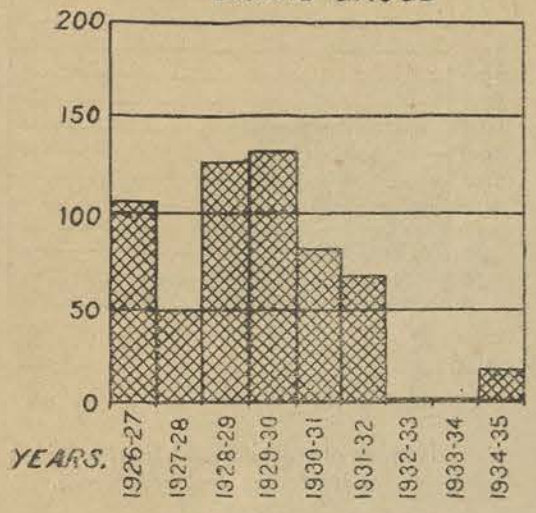
Shipment of coal from Calcutta.—Shipments including bunker coal from the port of Calcutta to Indian and foreign ports during 1934-35 amounted to 2,633,933 tons of which 314,135 tons were on account of Indian Railways and 74,625 tons for the Ceylon Government Railway or a total of 388,760 tons as compared with 440,859 tons in 1933-34.

Tonnage of coal inspected by the State Railways Coal Department.—The State Railways Coal Department inspected 6,638,649 tons of coal during the year 1934-35 as compared with 5,974,946 tons in 1933-34.

Indian Coal Grading Board.—The State Railways Coal Department continued to carry out the work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Coal Grading Board's certificates to various ports during 1934 was 1,900,204 tons and inspections were carried out by this department both at the collieries and Kidderpore Docks.

(1)

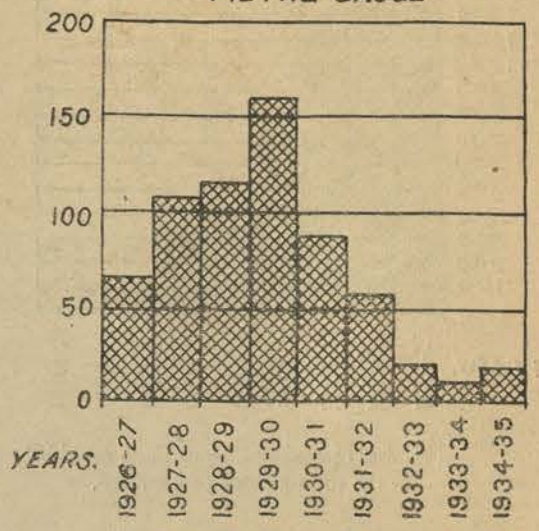
BROAD GAUGE



Number of locomotives provided in the rolling stock programme.

(2)

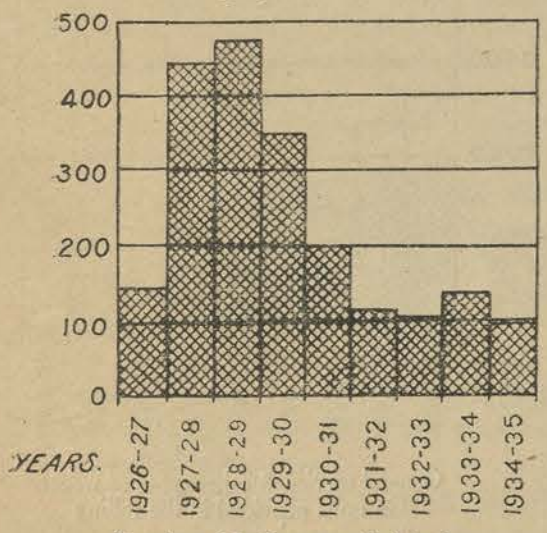
METRE GAUGE



Number of locomotives provided in the rolling stock programme.

(3)

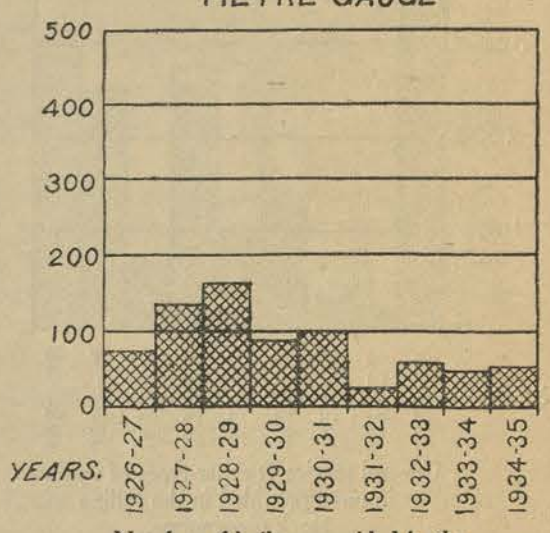
BROAD GAUGE



Number of boilers provided in the rolling stock programme.

(4)

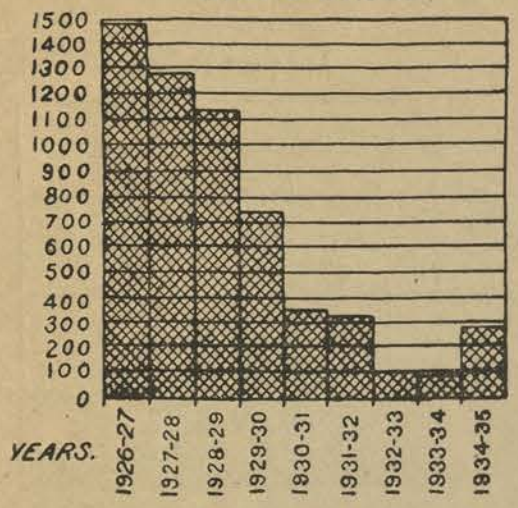
METRE GAUGE



Number of boilers provided in the rolling stock programme.

(5)

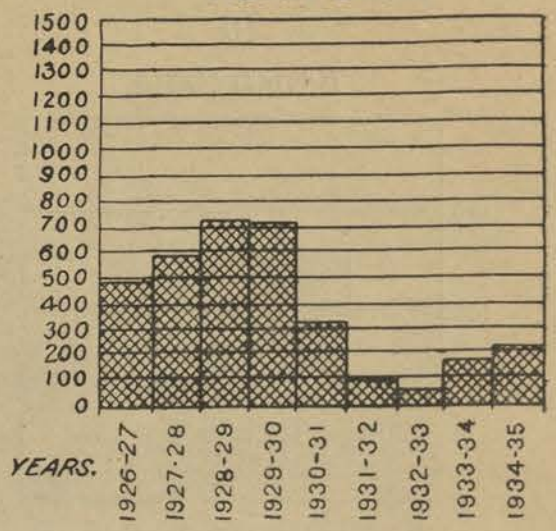
BROAD GAUGE



Number of coaching stock units provided in the rolling stock programme.

(6)

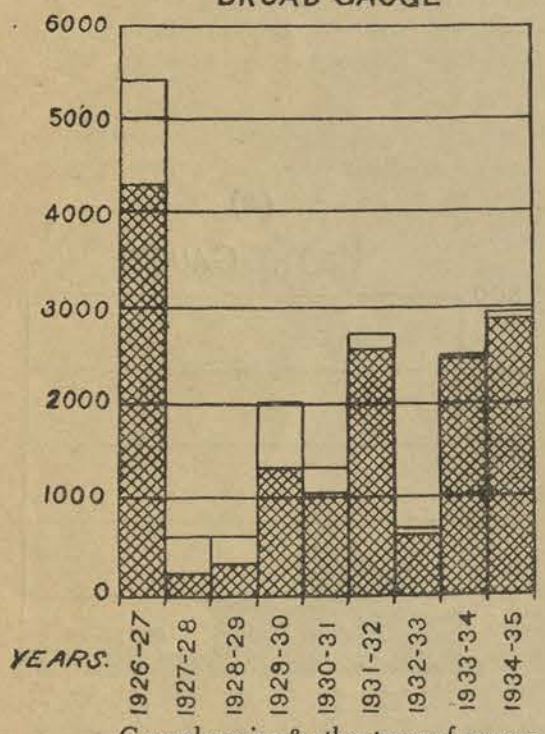
METRE GAUGE



Number of coaching stock units provided in the rolling stock programme.

(7)

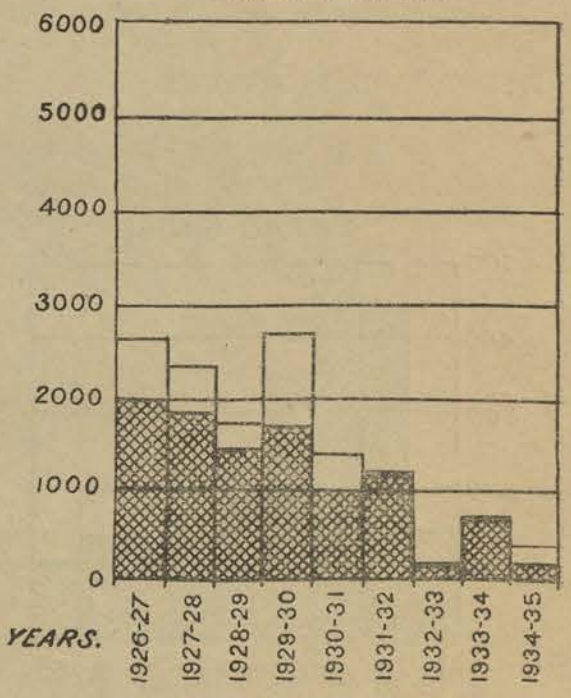
BROAD GAUGE



General service & other types of wagons in units provided in the rolling stock programme.

(8)

METRE GAUGE



General service & other types of wagons in units provided in the rolling stock programme.

General service wagons shown thus

Other types shown thus

CHAPTER V.

ROLLING STOCK AND MATERIALS.

55. Additions to equipment.—During the year the following rolling stock, including arrears brought forward from previous years, was ordered for Class I Railways, broad and metre gauge :—

Items.	*Broad Gauge.*	*Metre Gauge.*
Locomotives	12	41
Coaching Stock	458	550
Goods Stock	3,318	1,579

Those actually placed on the line by the end of the year were as under :—

Items.	*Broad Gauge.*	*Metre Gauge.*
Locomotives	6	18
Coaching Stock	157	203
Goods Stock	3,073	529

The numbers of coaching and goods stock shown in the preceding paragraph are stated in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they also include stock built in replacement of stock which had reached the end of their useful life.

No broad or metre gauge locomotives were obtained as additions during the year. On the broad gauge 162 locomotives were scrapped during the year, of which 6 were replaced so that the number of locomotives on 31st March, 1935 was 156 less than at the beginning of the year. The number of metre gauge locomotives at the end of the year was 38 less than at the beginning, 56 being scrapped during the year, 18 of which were replaced. The average tractive effort per engine rose in the course of the year from 25,262 lbs. to 25,531 lbs. on the broad gauge and from 14,906 lbs. to 15,033 lbs. on the metre gauge.

Coaching vehicles.—There was no addition to the number of coaching stock on the broad and metre gauge. The number of broad gauge coaching vehicles at the end of the year was 273 less than at the beginning, due to 430 being scrapped during the year, of which 157 were replaced. On the metre gauge, the number of coaching vehicles at the end of the year was 134 less than at the beginning, 337 being scrapped during the year, of which 203 were replaced.

Wagons.—There was a net addition of 826 wagons on the broad gauge; 2,247 wagons were scrapped during the year against an addition of 3,073. On the metre gauge, the number of wagons at the end of the year was 912 less than at the beginning, 1,441 being scrapped during the year, 529 of which were replaced.

The graphs on the preceding pages show the total number of locomotives, boilers, carriages and wagons provided for in the programmes of Class I Railways during the past nine years. These figures include replacements and renewals.

56. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to approximately 66,000 tons of rails and 2,850 tons of fishplates were placed with the Tata Iron and Steel Company, Limited.

57. Development of the use of indigenous timbers for carriage building.—The total consumption of timber in Carriage and Wagon shops continued abnormally low because of the very small programme of new construction. Figures for 1934-35 are not yet available owing to recalculations in progress. The figure of 21,231 tons consumed in 1933-34, given in the report for that year, requires revision because it includes logs, squares and sawn timber, added directly without allowance for the differences in

sawmill wastage associated with those different forms. The correct figures for the total consumption in 1933-34 by all Class I Railways other than the Burma Railways, His Exalted Highness The Nizam's State Railway and the Jodhpur Railway, are 29,471 tons in terms of round logs or 13,344 tons in terms of timber actually used, excluding in the latter case the sawmill but not the further manufacturing and machining waste. The log figure of 29,471 tons used in 1933-34 compares with corresponding figures of 28,000 tons in 1932-33 and 29,000 tons in 1931-32. New construction accounted for only 16 per cent. of the total consumption in 1933-34, in terms of timber actually used, the remainder being repairs and miscellaneous work. The proportion of imported Burma teak used in 1934-35 was again low owing to the small amount of new construction. The percentage figures for Burma teak in 1933-34 given in the report for that year are correct in terms of timber actually used, namely 33 per cent. of the total was Burma teak and 67 per cent. was Indian teak and other woods.

Some of the timbers other than teak which had been used experimentally in exposed positions failed badly through lack of durability. The seasoning kilns at Lillooah on the East Indian Railway remained closed owing to the low price of teak, with which kiln seasoned woods of other species were unable to compete.

The total amount spent on timber, other than sleepers, by Class I Railways (excluding His Exalted Highness the Nizam's State and the Jodhpur Railways) during the year was Rs. 30·46 lakhs, compared with Rs. 21·51 lakhs in 1933-34 and Rs. 14·17 lakhs in 1932-33.

58. Wooden Sleeper Purchase Organisation.—The total purchases of wooden sleepers during the last three years have been :—

	(Number of sleepers in lakhs.)		
	1932-33.	1933-34.	1934-35.
Broad Gauge	12·15	12·37	17·40
Metre Gauge	11·06	10·29	13·30
Narrow Gauge	1·17	2·20	1·51

The relative position of the various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I Railways :—

	1933-34.			
	Wood.	Cast Iron.	Steel.	Other kinds.
Broad Gauge . .	44·3	38·6	16·6	0·5
Metre Gauge . .	71·8	6·0	22·1	0·1

The wooden sleeper track mileage of all gauges on Class I Railways on March 31st, 1934, was 28,870 miles out of a grand total of 53,211 miles.

No wooden sleepers were imported from abroad, and orders for special sized sleepers from Burma were relatively few owing to low prices in India. The price of *sal* sleepers in the Eastern group in 1934-35 averaged about Rs. 5-1-6 for broad gauge and Rs. 1-15-8 for metre gauge sizes during the year.

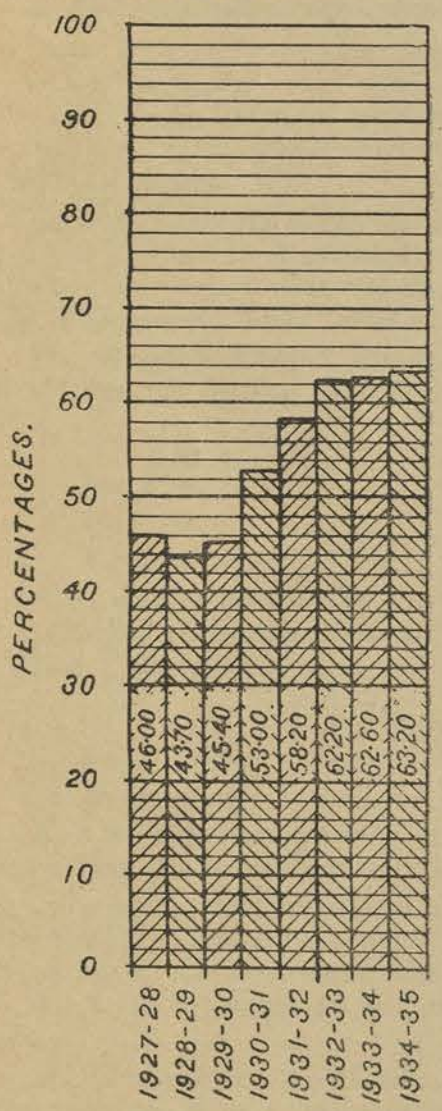
At Dhilwan on the North Western Railway the following soft wood sleepers of coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. liquid fuel :—

	1934-35.				
	Fir.	*Chir* pine.	*Kail* pine.	Deodar.	Total.
Number of broad gauge sleepers .	13,133	143,352	71,476	190,564	418,525
Absorption per cubic foot in lbs. .	14·7	15·1	15·2	10·1	...

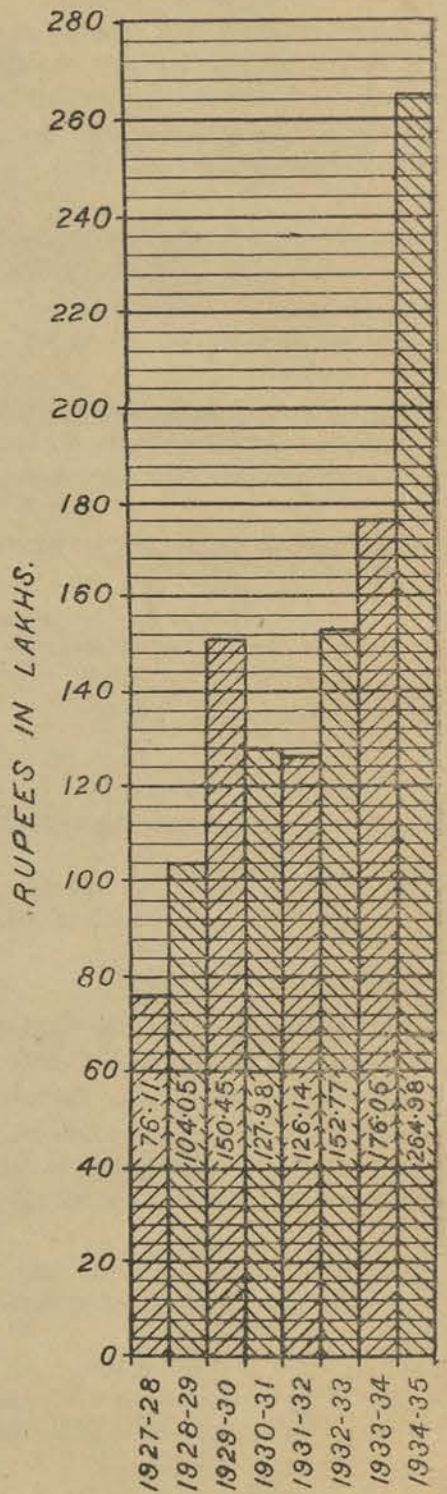
The prices of the sleepers, including all charges, were :—

	Untreated.	*Treated.*	*Cost of treatment.*
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Deodar	5 5 3	6 3 0	0 13 9
Kail pine . . .	3 15 7	5 0 0	1 0 5
Chir pine . . .	3 15 0	4 14 0	0 15 0
Fir	3 2 8	4 2 0	0 15 4

Graph showing Value of Indigenous Stores Purchased by State Railways expressed as a Percentage of Total Purchases.



Graph showing the Total Value of Orders placed by all Railways through the Indian Stores Department.



The cost of these treated sleepers was lower than in the previous year owing to 418,525 sleepers being treated in 1934-35, against 219,040 sleepers treated in 1933-34, and owing to lower prices for untreated sleepers.

The sleeper treating plant at Naharkatiya, Assam Bengal Railway, was closed down on the 16th November, 1934, owing to the low price of naturally durable *sal* sleepers. The plant had an output of 93,624 metre gauge hardwood sleepers compared with 169,903 in the previous year. The cost of the sleeper was Rs. 1-6-0 and the treatment came to 12 annas and 6 pies per sleeper, total Rs. 2-2-6 as compared with Rs. 3 in the previous year.

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State and the Jodhpur Railways) was Rs. 1·06 crores compared with Rs. 0·92 crores in 1933-34, Rs. 1·27 crores in 1932-33 and Rs. 1·59 crores in 1931-32.

The annual meeting of the Sleeper Pool Committee was held at Delhi on the 12th November, 1934.

59. Value of railway materials purchased.—The value of stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways which are mainly the property of the States) shows an increase from Rs. 11·97 crores in 1933-34 to Rs. 14·13 crores in 1934-35. The principal increases, as indicated by the statement below, were under permanent way (68 lakhs), rolling stock (66 lakhs) and tools and stores (62 lakhs). Of the total increase of Rs. 2·16 crores, Rs. 83 lakhs were accounted for by " imported materials " and Rs. 133 lakhs by " indigenous materials ", the increase under the former being mainly accounted for by rolling stock (44 lakhs) whereas under the latter it was mainly accounted for by permanent way (57 lakhs), tools and stores (44 lakhs) and rolling stock (22 lakhs).

Particulars.	Value of imported materials.			Value of indigenous materials.	Total purchases 1934-35.	Total purchases 1933-34.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Permanent way	0·09	0·11	0·20	2·49	2·69	2·01
Rolling stock	0·66	1·03	1·69	1·17	2·86	2·20
Tools and stores	0·18	1·87	2·05	2·04	4·09	3·47
Building and station materials and fencing	0·03	0·15	0·18	0·14	0·32	0·20
Electric plant	0·10	0·51	0·61	0·03	0·64	0·53
Workshop machinery	0·08	0·12	0·20	0·01	0·21	0·16
Bridge work	0·01	0·01	0·02	0·12	0·14	0·21
Engineer's plant	0·01	0·06	0·07	..	0·07	0·09
Other materials*	..	0·18	0·18	2·93	3·11	3·10
TOTAL	1·16	4·04	5·20	8·93	14·13	11·97

* Other materials consist of coal and coke, stone, bricks, lime, ballast, etc.

60. Value of indigenous stores purchased by the State-owned Railways and the value of stores purchased by all railways through the Indian Stores Department.—The value of indigenous stores purchased by the state-owned railways during the year under review and the previous seven years expressed as a percentage in each case of the total purchases made by those railways during those years and the value of stores purchased by all railways through the Indian Stores Department during the same period are reproduced in graphic form on the preceding page.

61. Purchase of stores by railways through the Indian Stores Department.—The total value of stores purchased by railways through the

agency of the Indian Stores Department during the year under review amounted to Rs. 264·98 lakhs of which Rs. 25·59 lakhs represented the value of textiles and Rs. 239·39 lakhs that of engineering stores. The list of items, the purchase of which by the state-managed railways through the agency of the Indian Stores Department is obligatory, was reviewed and the following items of railway stores were added to the list, namely:—Indian Railway Standard track fittings (excluding rails, fishplates, wood and metal sleepers complete), *i.e.*, fishbolts, dog spikes, bearing plates and metal sleeper components (where the latter are required separately and do not form part of an order for complete sleepers), points and crossings manufactured from B. S. (F. F.) rails, all Indian Railway Standard component parts of underframes and wagons, Indian Railway Standard plate girder spans, weighing machines and weighbridges, pumping plant of all types including tube well pumps and spare parts, forges portable, vices stand and hand, crucibles including rings and stands therefor, jacks, wheels and axles, pinions and spur wheels for electric multiple unit motor coaches, interior carriage ceiling boards, *e.g.*, mill boarding, sundeala lincrusta and like materials, metal-expanded, all brass and gunmetal water fittings, such as bibcocks, stopcocks, etc., glass, crockery, cutlery, jointing material, emery cloth, glass paper, locomotive headlight equipment including turbo generators and components, ebonite rods and sheets and substitutes.

The value of stores purchased by railways through the Indian Stores Department has increased from Rs. 176·06 lakhs during the previous year to Rs. 264·98 lakhs during the year under review. A comparison of the total value of stores purchased by railways during recent years with the value of purchases made by them through the Indian Stores Department during the same period will also show that there has been a progressive increase in the percentage of the value of purchases through the Indian Stores Department to the value of total purchases by railways.

62. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of Carriage and Wagon Stock.—The results obtained during the year under review and the eight previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form on the two following pages.

63. Central Standards Office.—During the year under review, the Civil Engineering branch of the Central Standards Office standardised broad gauge plate girder 30′ and 40′ spans of mild steel for ML and HM loadings. After successful trial manufacture of diamond crossings with single and double slips for the 115 lb. rail section, the set of drawings comprising these designs was finally standardized and issued to all railway administrations. A special two-way key for use with several sections of rails on metal sleepers was also finally issued as an Indian Railway Standard.

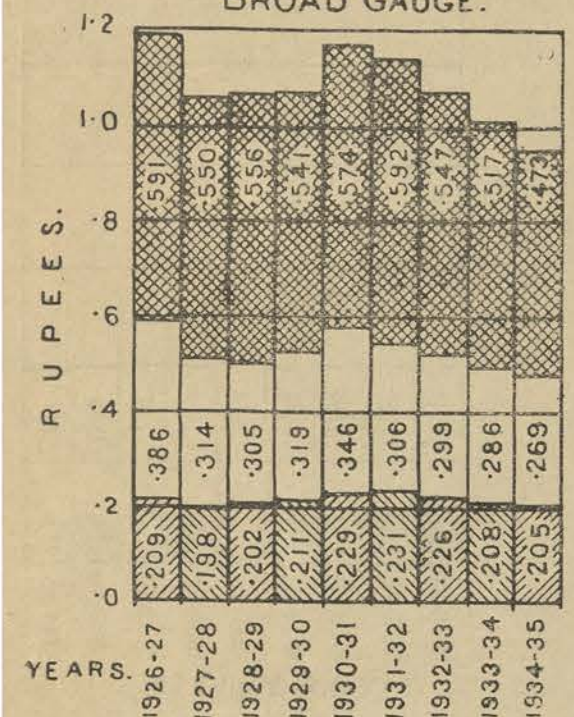
In addition to the above, the following designs were undertaken by the Central Standards Office and issued as tentative standards to railway administrations:—

Permanent Way.—Pressed steel trough sleepers both for broad gauge and metre gauge incorporating a new type of rail fastening, viz., spring steel moveable jaw. The use of steel trough sleepers for permanent way was extended to switches and crossings for which a special rolled section was successfully manufactured by Messrs. The Tata Iron and Steel Company and complete turnout designs issued to all railways. Of these turnouts, those for the 90R section of rail have been manufactured and it is probable that similar turnouts for 115 lb. rail will be manufactured shortly. With a view to reducing the maintenance costs of permanent way laid on cast iron sleepers, the Central Standards Office has completed a design of a new type of cast

Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.

(1)



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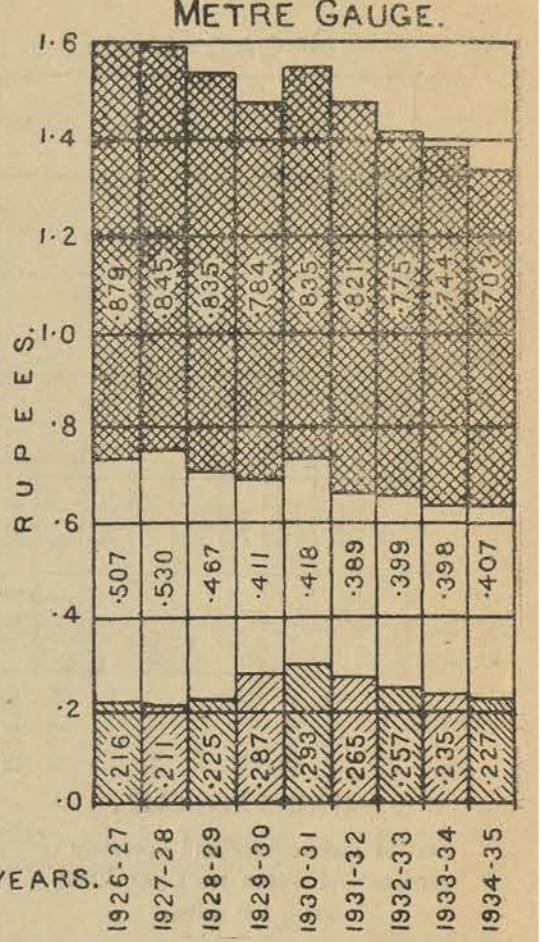
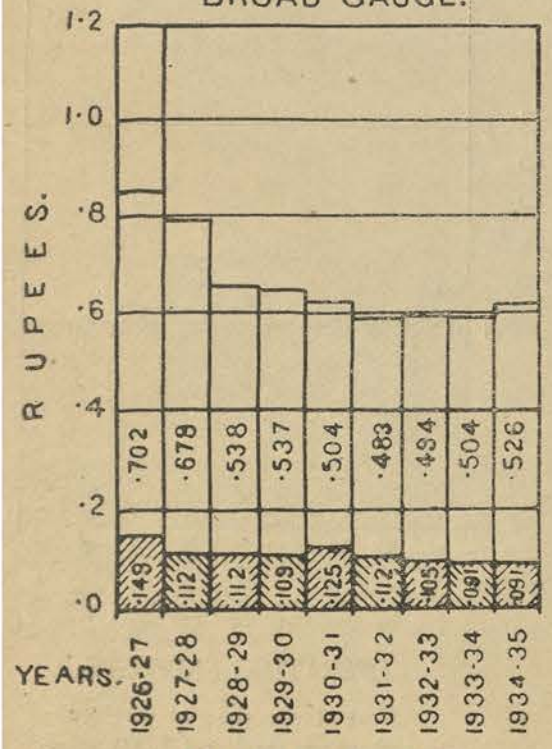


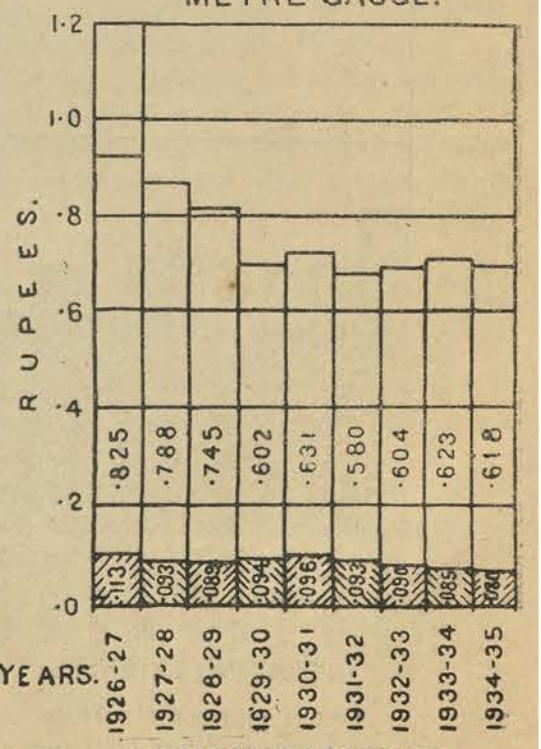
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.

(3)



COACHING VEHICLES.

(4)

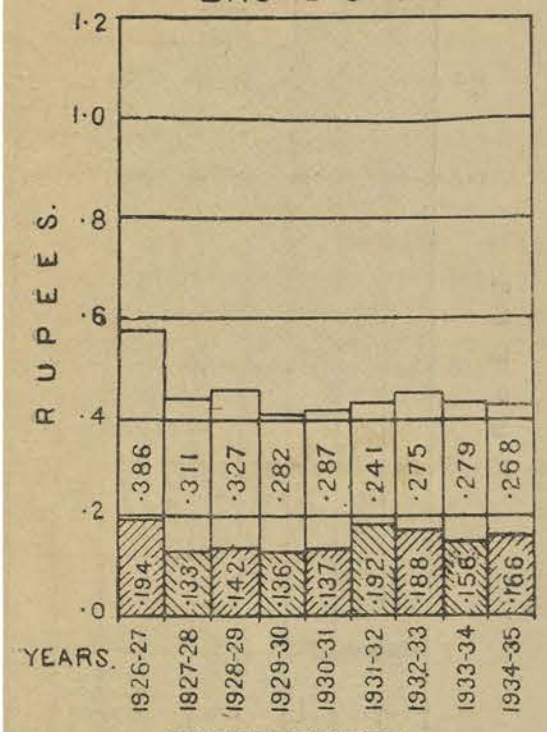


COACHING VEHICLES.

Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

(5)

BROAD GAUGE.

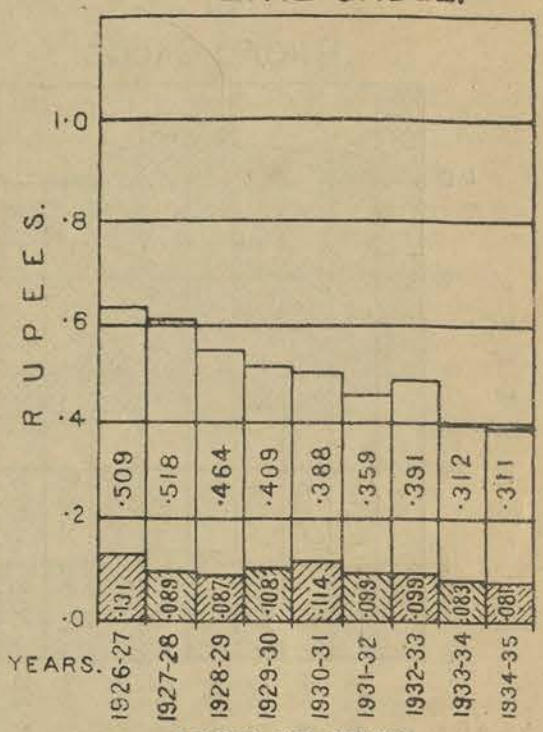


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(6)

METRE GAUGE.

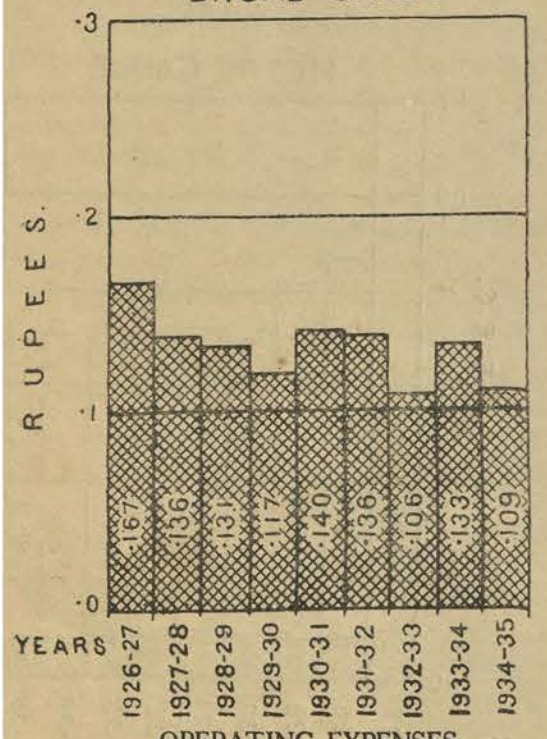


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(7)

BROAD GAUGE.

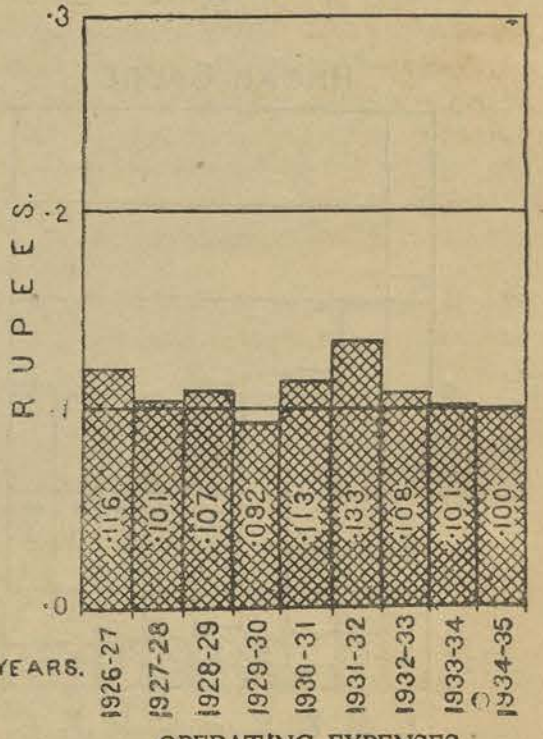


OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(8)

METRE GAUGE.



OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

iron sleeper for 90R rail section which is now being extensively adopted by state-managed railways. In conjunction with this design, an endeavour has been made to improve the conditions that exist at rail joints and a special cast iron joint sleeper has also been designed and is at present in its experimental stage.

Complete sets of drawings for 75R switches and crossings have been issued. Similar designs for metre gauge using 50R rail sections have also been issued. A set of designs for diamond crossings with single or double slips for metre gauge 60R section of rails has been issued to the South Indian Railway for their proposed re-modelling of certain existing station yards.

Bridges.—Complete sets of designs for the 60′ and 80′ span plate girder bridges both for ML and HM loadings were prepared and issued. Similar designs for the metre gauge were commenced.

Roofs and similar steel structures.—Tests on the 50′ long arc-welded lattice purlin designs by the Central Standards Office having proved satisfactory, standard designs whose main features are inter-changeable parts, were prepared for the following widths of island passenger platform roofs :—

23′, 30′, 40′ and 50′.

It is probable that these designs will be adopted at Karachi, Kalka, Moghal Sarai, Aligarh, Dehra Dun and Khanalampura.

Arches and other masonry structures.—With a view to revising the present arch designs and quantity tables, the Central Standards Office have prepared preliminary designs for 10′ and 12′ span three-centred arches together with which quantity tables for ready reference have also been completed.

In the Mechanical Engineering branch of the Central Standards Office, drawings of the Indian Railway Standard I and II composites were received from Great Indian Peninsula Railway who had undertaken their preparation. These drawings have since been issued, together with further Indian Railway Standard coaching body part drawings.

Further Indian Railway Standard wagon and underframe part drawings mainly relating to 2′-6″ gauge, were also prepared and issued.

Revised preliminary general arrangement drawings of the ZF, a new type of Indian Railway Standard 2′-6″ gauge locomotive, were completed.

Drawings were prepared in connection with the XP type of locomotive which is an experimental design of express passenger engine, two of which are being ordered by the Great Indian Peninsula Railway in 1935-36.

Particular specifications were prepared in connection with the 1935-36 combined call for railways' requirements of wagons and help was given to railways in the preparation of particular specifications for the XP, ZF and XT locomotives. The work involved in the preparation of these specifications was considerable owing to the large number of modifications and improvements which are incorporated in designs year by year.

On the Specification side, 16 new Indian Railway Standard specifications were issued and 43 Indian Railway Standard specifications revised during the year 1934-35.

64. Locomotive Standards Committee.—During the year under review, the Locomotive Standards Committee met once, *viz.*, in February-March 1935. At this meeting the Committee approved the adoption of the XTI, a modified design of XT (0-4-2 tank) locomotive, as a permissible Indian Railway Standard alternative. The XTI is to have an axleload of 14½ tons and is to carry 1,100 gallons of water in order to enable it to travel greater distances between watering stations. Examination of trial results of the YF and the YK types showed the former engine to be more economical in fuel consumption but trials with regard to riding qualities are continuing.

A further large number of minor modifications (necessitated by experience of the Indian Railway Standard locomotive in service) were accepted for inclusion in new Indian Railway Standard locomotives and adoption as far as possible on existing Indian Railway Standard engines.

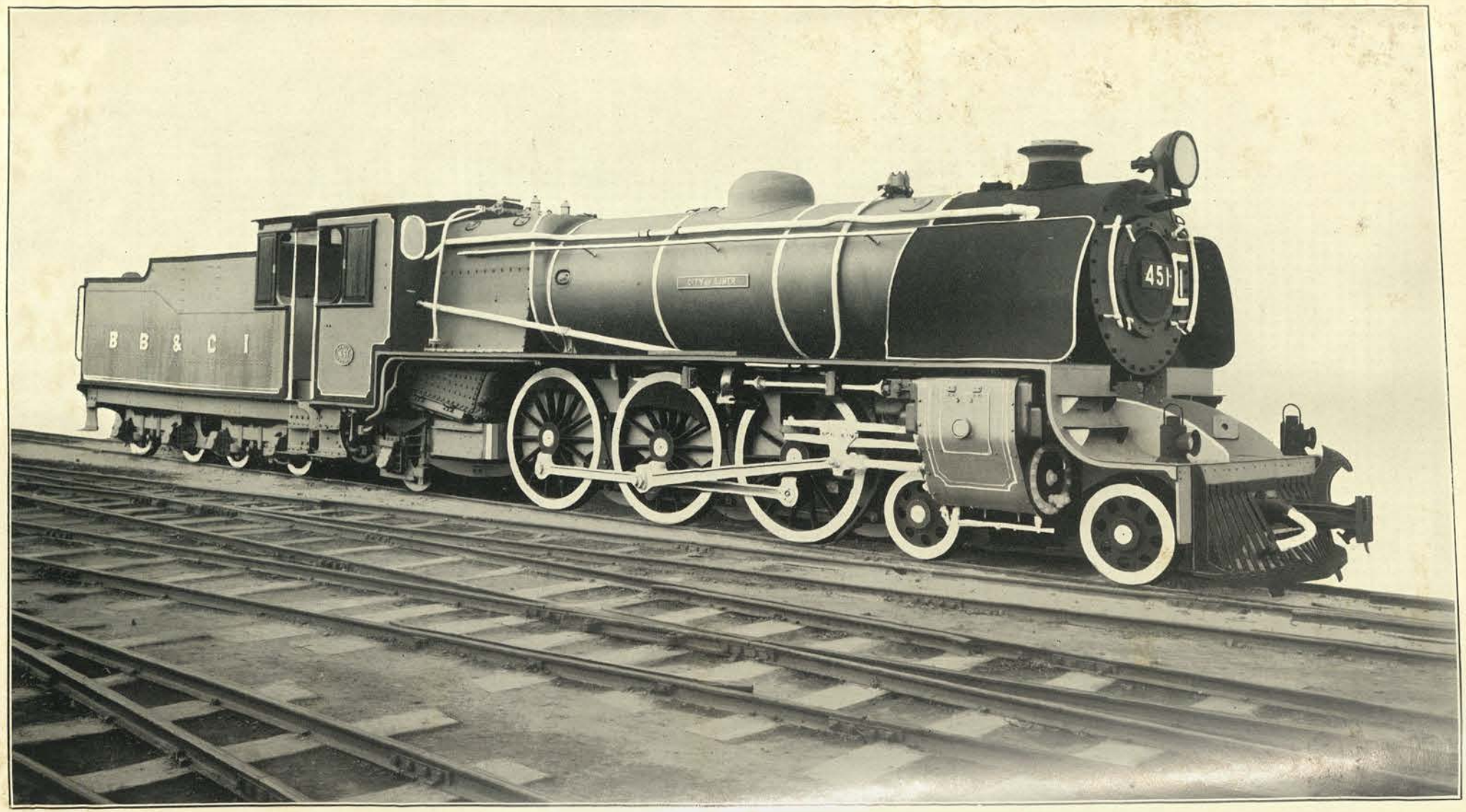
65. Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee met once in January 1935. At this meeting the Committee dealt with a number of minor modifications in design of rolling stock and components, both mechanical and electrical, which were found necessary from experience in service. The use of high tensile steel in the construction of wagon underframes having been introduced, the Committee examined the general question of weight reduction of coaching stock and recommended the preparation of a design of Indian Railway Standard coaching underframe lightened by the use of high tensile steel.

The design of the metre gauge Indian Railway Standard coaching bogie was considered and the Central Standards Office was asked to prepare a new experimental type.

66. Bridge Standards Committee.—During the year 1934-35, two meetings of this Committee were held one in Simla in June 1934 and the other in New Delhi in February 1935. The Committee framed proposals for the design of lattice girder spans of 100′ and over for broad and metre gauge lines and revised the special rules for the design of ferro concrete bridges. They also recorded their opinion regarding spun concrete pipes for railway culverts. Designs of island passenger platform roofs, masonry arch bridges and sleeper pads for plate girder spans were perused by the Committee who either approved of these designs or indicated lines on which they may be improved. They also considered the revision of the bridge rules to govern the method of calculating horizontal earth pressure on railway bridge abutments and considered the application of rules regarding longitudinal forces on bridges to the design of brick masonry piers and abutments. They examined the progress of the experimental work done by the Bridge Department of the North Western Railway and recommended one of their designs for a tank staging to be adopted as a standard. Their views regarding suitable apparatus for the proposed experimental testing of rail stresses under moving loads were also recorded. Final draft specifications for (1) high tensile structural steel and (2) bridge and structural design employing high tensile steel have been recommended by the Committee for adoption.

67. Track Standards Committee.—The meeting of this Committee was convened in January 1935. The Committee recommended that the standard two-way key should be used in pressed up lug steel trough sleepers. They perused certain correspondence with the American Railways regarding rail bond manganese steel crossings and indicated certain lines of action. Regarding the question of improving conditions at rail joints, they perused literature and correspondence regarding the head-free type of fishplate and a method of upward setting existing worn fishplates and recorded their recommendations. The utilisation of scrap rails for the manufacture of track components was also considered. Drawings of standard over-riding switches and stretcher bars were perused and the Committee offered their opinion regarding certain difficulties pointed out by railways regarding these designs. Clause 13R in the schedule of standard dimensions 5′-6″ gauge in respect of the permissible wear on rails under maximum axleloads was also considered. The Committee also advised the Central Standards Office on the question of dog-spike " draw " and length of sleepers in relation to gauge. They also recorded their discussions on (1) Morgan type of fishplate and (2) the Alexander Fulcrum heel block.

68. Signalling and Interlocking Standards Committee.—The 9th meeting of this Committee was convened in Delhi in December 1934. They considered the question of preparing standard specification for magneto wall telephones, electric cables for railway signalling, tubular steel signal poles and oils to existing Indian Stores Department specifications and commented



"Y. B." Class Engine built in the Ajmer Shops.

on the draft British Standard Institution specification for colours of signal glasses. They perused the existing Indian Railway Standards and recorded their suggestions for modifications or the standardization of additional fittings. Their discussion as to the operation of telegraph and block instruments over the common line wire was also recorded. The adoption of grease lubrication of signalling equipment as a standard practice on Indian railways was also considered. Upper quadrant signals for non-automatic signals in lieu of lower quadrant signals and calling on signals were also discussed.

CHAPTER VI.

STAFF.

69. Number of staff.—The total number of employees on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1934-35 was 705,087 as compared with 701,436* at the end of 1933-34. The total route mileage at the end of the year was 43,021. The following table shows the number of employees by communities on the 31st March 1934 and 1935. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1934-35.

Date.	Europeans.	INDIANS.							GRAND TOTAL.
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	
31st March, 1934 .	3,906	497,667*	151,636*	12,841*	8,339	16,048*	10,999*	697,530*	701,436*
31st March, 1935 .	3,521	499,968	152,276	13,438	8,739	16,754	10,391	701,566	705,087

* Represents revised figures due to minor corrections made in the figures published last year.
[These figures exclude the st aff on loan from the Indian Audit and Accounts Service (Deptt.).]

70. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1933-34 and 1934-35. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			azetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal .	1934	67	16,341	16,408	*Nil*	1	1	..	11,19,427	63,94,599	75,14,026	75,14,026
	1935	64	16,249	16,313	*Nil*	1	1	..	11,06,313	65,39,629	76,45,942	76,45,942
Bengal and North-Western.	1934	72	26,725	26,797	*Nil*	*Nil*	*Nil*	..	10,89,917	68,88,081	79,77,998	79,77,998
	1935	75	27,345	27,420	*Nil*	*Nil*	*Nil*	..	11,36,357	71,22,097	82,58,454	82,58,454
Bengal Nagpur .	1934	194	64,681	64,875	*Nil*	*Nil*	*Nil*	..	31,50,537	2,80,17,584	3,11,68,121	3,11,68,121
	1935	191	63,729	63,920	*Nil*	*Nil*	*Nil*	..	29,75,946	2,80,67,993	3,10,43,939	3,10,43,939
Bombay, Baroda and Central India.	1934	169	63,860*	64,029*	2	191	193	..	29,72,875	3,77,57,144	4,07,30,019	4,07,30,019
	1935	169	63,487	63,656	2	331	333	..	29,00,311	3,77,86,943	4,06,87,254	4,06,87,254

NOTE 1.—* Represents revised figures for 1933-34 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.)
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Burma	1934	100	24,429	24,529	2	62	64	1	16,90,353	1,22,48,529	1,39,38,882	1,39,79,628
	1935	**98**	**23,470**	**23,568**	***Nil***	**5**	**5**	**2**	**15,54,358**	**1,23,66,064**	**1,39,20,422**	**1,39,80,174**
Eastern Bengal	1934	116	48,590	48,706	*Nil*	7	7	5	20,60,252	2,17,17,275*	2,37,77,527*	2,38,24,871*
	1935	**121**	**51,214**	**51,335**	***Nil***	**29**	**29**	**3**	**20,39,259**	**2,21,75,567**	**2,42,14,826**	**2,42,79,928**
East Indian	1934	307	121,329	121,636	*Nil*	48	48	4	51,57,351*	5,73,13,476*	6,24,70,827*	6,25,18,827*
	1935	**313**	**123,045**	**123,358**	***Nil***	**100**	**100**	**5**	**50,26,005**	**5,90,45,718**	**6,40,71,723**	**6,41,43,423**
Great Indian Peninsula.	1934	211*	83,436	83,647*	*Nil*	*Nil*	*Nil*	3	44,93,516*	4,36,77,554	4,81,71,070*	4,82,25,119*
	1935	**225**	**80,983**	**81,208**	***Nil***	***Nil***	***Nil***	**1**	**42,78,066**	**4,22,87,378**	**4,65,65,444**	**4,65,87,869**
Jodhpur	1934	20	6,799	6,819	1	21	22	1	3,32,528	22,88,053	26,20,581	26,50,581
	1935	**22**	**7,029**	**7,051**	**2**	**920**	**922**	***Nil***	**3,84,588**	**23,44,592**	**27,29,180**	**27,29,180**
Madras and Southern Mahratta.	1934	142	49,492	49,634	*Nil*	236	236	..	25,02,620*	2,27,40,088*	2,52,42,708*	2,52,42,708*
	1935	**139**	**49,542**	**49,681**	***Nil***	**88**	**88**	..	**22,94,536**	**2,26,82,657**	**2,49,77,193**	**2,49,77,193**
Nizam's State	1934	59	16,697	16,756	1	96	97	..	9,68,744*	60,84,897	70,53,641*	70,53,641*
	1935	**62**	**16,741**	**16,803**	***Nil***	**19**	**19**	..	**9,86,420**	**61,86,453**	**71,72,873**	**71,72,873**
North Western	1934	267	102,266	102,533	*Nil*	10	10	5	43,39,261*	5,57,73,056*	6,01,12,317*	6,02,66,806*
	1935	**265**	**103,605**	**103,870**	***Nil***	**6**	**6**	**5**	**43,88,508**	**5,60,06,343**	**6,03,94,851**	**6,04,46,485**
Rohilkund and Kumaon.	1934	15	5,447	5,462	*Nil*	*Nil*	*Nil*	..	2,54,992	14,98,178	17,53,170	17,53,170
	1935	**15**	**5,545**	**5,560**	***Nil***	***Nil***	***Nil***	..	**2,21,646**	**15,36,970**	**17,58,616**	**17,58,616**
South Indian	1934	128	35,393	35,521	4	484	488	..	20,79,955	1,64,68,579	1,85,48,534	1,85,48,534
	1935	**129**	**36,200**	**36,329**	**3**	**292**	**295**	..	**19,68,846**	**1,65,61,577**	**1,85,30,423**	**1,85,30,423**
TOTAL	1934	1,867*	665,485*	667,352*	10	1,156	1,166	19	3,22,12,328*	31,88,67,093*	35,10,79,421*	35,14,54,039*
	1935	**1,888**	**668,184**	**670,072**	**7**	**1,791**	**1,798**	**16**	**3,12,61,159**	**32,07,09,981**	**35,19,71,140**	**35,22,42,253**

NOTE 1.—* Represents revised figures for 1933-34 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

The above statement shows that the total number of staff on open line on 31st March 1935 was more by 2,720 than on 31st March 1934 and on construction by 632 while the staff on loan from the Indian Audit and Accounts Service was less by 3. The increase in the total cost of staff including staff on loan from the Indian Audit and Accounts Service during the year 1934-35 as compared with the preceding year was Rs. 7,88,214. The increase in the cost of staff was mainly due to the increase on the East Indian Railway

which was principally due to the entertainment of additional staff during the year under report for the following works :—

(i) re-opening of Tatanagar Workshops.
(ii) works in areas affected by the Earthquake.
(iii) building of staff quarters in Rampur Colony.
(iv) remodelling of the Jamalpur Workshops.

71. Indianisation.—*Recruitment of superior officers*—

State-managed Railways.—The following table gives a summary of the permanent appointments made to gazetted ranks (Superior and Lower Gazetted Services) in the various departments on State-managed Railways during the year under review :—

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY							
									Indians.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
1	2	3	4	5	6 (a)	7 (a)	8	9	10	11	12	13	14	15	16
1. Agency	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	43	2	14	..	59	46	13	8	1	1	..	..	1	2	5
4. Transportation (Traffic) and Commercial.	29	1	7	1	36	24	12	6	1	..	4	..	..	1	6
5. Transportation (Power) and Mechanical Engineering.	13	3	10	..	26	..	26	14	4	2	2	1	1	2	12
6. Stores Department.	6	..	3	..	9	6	3	2	..	..	1	..	..	..	1
7. Other Departments.	10	2	3	4	11	6	5	1	2	1	..	1	..	..	4
8. Total 1934-35 .	103	9	37	5	144	85	59	31	8	4	7	2	2	5	28
8. Total 1933-34 .	45	16	46	4	103	103	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—															
1934-35 . .							52·6								
1933-34 . .							..								
10. Percentage of Indians to number of vacancies filled—															
1934-35 . .							47·4								
1933-34 . .							..								

(a) See Note 2.

NOTE 1.—It is usual to publish this statement in two parts, one showing the permanent vacancies, and the other the total vacancies, whether permanent or temporary, filled during the year. As during the year under report no temporary appointments were made, the statement is published in one part.

NOTE 2.—As a result of a number of posts being abolished during the years 1931-32 and 1932-33 there was an excess of officers in certain departments and consequently some of the vacancies to be filled during the year were taken as a set off against the excess.

The position in respect of gazetted ranks (superior services) and gazetted ranks (Lower Gazetted Services) is given below separately :—

(i) *Gazetted ranks (superior services).*—All the appointments were made during the year by direct recruitment to the superior services, the figures by departments being :—

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
Engineering (*a*)	4	1	..	..	..	..	1	2
Transportation (Traffic) (*b*)	3	..	..	..	..	..	..	..
Mechanical Engineering (Power)	..	4	2	..	..	1	1	8
Stores (*c*)	1	..	..	..	..	..	..	..
Other Departments	..	1	1	..	1	..	..	3
TOTAL	8	6	3	..	1	1	2	13
Percentage of Europeans to number of vacancies filled.	38·1							
Percentage of Indians to number of vacancies filled.	61·9							

NOTE.—(*a*) Three temporary engineers who were initially recruited on the Burma Railways in 1928, prior to those Railways being taken over by the State, were made permanent. Of the three Indians recruited to Indian Railway Service of Engineers only one joined by 31st March 1935.

(*b*) Three officers who were recruited through the Secretary of State as a part of general recruitment joined about the end of March 1935. Six Indians recruited through the Public Service Commission joined after 1st April 1935.

(*c*) One temporary officer of non-Asiatic domicile who had 13 years' service to his credit was made permanent on the East Indian Railway.

It will be noticed that the percentage of Europeans and Indians was 38·1 and 61·9 respectively against the fixed percentage of 25 and 75. In order to obtain the fixed percentage of Europeans and Indians during the two years 1934-35 and 1935-36 taken together it was decided not to recruit European officers but to recruit direct four Indians in the Indian Railway Service of Engineers and eight Indians in the Transportation (Traffic) and Commercial Department in addition to the seven special class apprentices (all Indians) who were expected to be appointed in 1935-36 after the completion of their two years' training in the United Kingdom. Actually however nine special class apprentices have been appointed. It is expected that the proportion of Europeans and Indians for the two years 1934-35 and 1935-36 will be approximately 25 per cent. and 75 per cent. respectively.

(ii) *Gazetted ranks (Lower Gazetted Service).*—Thirty-eight appointments were made to the Lower Gazetted Service in the various departments by promotion which is based solely on merit. Twenty-three appointments went to Europeans and fifteen to Indians, of which two were Hindus, one Muslim, seven Anglo-Indians, one Sikh, one Indian Christian and three other classes. Figures by departments were as follows :—

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
Engineering	4	..	1	..	..	1	1	3
Transportation (Traffic) and Commercial.	3	1	..	4	..	..	1	6
Transportation (Power) and Mechanical Engineering.	14	..	..	2	1	..	1	4
Stores	1	..	..	1	..	..	..	1
Others	1	1	..	..	..	..	..	1
TOTAL	23	2	1	7	1	1	3	15

72. *Company-managed Railways.*—The tables on the following page give a summary of the recruitment made for the superior services on Company-managed Railways during the year under review : Part I relates to permanent appointments and Part II includes both permanent and temporary appointments. A detailed statement by individual railways will be found in Appendix G of this report.

PART I.

Statement showing the number of PERMANENT vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1934-35.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
									Indians.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Agency	4	1	6	..	11	5	5	4	1	..	..	..	..	..	1
2. Accounts	4	1	4	..	9	5	3	..	..	1	2	..	..	..	3
3. Engineering	18	2	11	8	23	9	11	2	6	..	..	..	2	1	9
4. Transportation (Traffic) and Commercial.	11	..	7	..	18	12	4	2	..	2	..	..	..	..	2
5. Mechanical	5	3	5	..	13	8	5	3	1	1	..	..	..	..	2
6. Stores Department	..	..	2	..	2	..	1	1	..	..	..	..	..	..	..
7. Other Departments	4	..	3	..	7	5	2	..	1	..	1	..	..	..	2
8. TOTAL 1934-35	46	7	38	8	83	*44	31	12	9	4	3	..	2	1	19
8. TOTAL 1933-34	47	5	36	7	81	†47	27	11	10	4	—1	..	1	2	16
9. Percentage of Europeans to number of vacancies filled. 1934-35							38·7								
9. Percentage of Europeans to number of vacancies filled. 1933-34							40·7								
10. Percentage of Indians to number of vacancies filled. 1934-35							61·3								
10. Percentage of Indians to number of vacancies filled. 1933-34							59·3								

PART II.

Statement showing the TOTAL number of vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1934-35.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
									Indians.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Agency	4	2	6	1	11	5	6	4	2	..	..	..	..	..	2
2. Accounts	4	1	4	..	9	5	4	..	..	1	2	..	1	..	4
3. Engineering	19	4	12	11	24	10	14	3	8	..	..	..	2	1	11
4. Transportation (Traffic) and Commercial.	11	..	7	..	18	12	6	2	2	2	..	..	..	..	4
5. Mechanical	5	3	5	..	13	8	5	3	1	1	..	..	..	..	2
6. Stores Department	..	..	2	..	2	..	2	1	..	1	..	..	..	..	1
7. Other Departments	4	..	3	..	7	5	2	..	1	..	1	..	..	..	2
8. TOTAL 1934-35	47	10	39	12	84	45	39	13	14	5	3	..	3	1	26
8. TOTAL 1933-34	49	6	36	16	75	48	27	11	10	4	..	..	1	1	16
9. Percentage of Europeans to number of vacancies filled. 1934-35							33·3								
9. Percentage of Europeans to number of vacancies filled. 1933-34							40·7								
10. Percentage of Indians to number of vacancies filled. 1934-35							66·7								
10. Percentage of Indians to number of vacancies filled. 1933-34							59·3								

* Excludes eight vacancies filled by officers of the temporary Establishment as under:—

Agency	1
Accounts	1
Engineering	3
Transportation and Commercial	2
Stores	1
TOTAL	8

† Excludes seven vacancies filled by officers of the temporary Establishment as under:—

Agency	1
Engineering	3
Transportation and Commercial	2
Other Departments	1
TOTAL	7

It will be observed from Statement Part I that during the year under review the total number of appointments made in the superior service on Company-managed Railways was 31 of which 12 went to Europeans and 19 to Indians, of whom 9 were Hindus, 4 Muslims, 3 Anglo-Indians and domiciled Europeans, 2 Indian Christians and 1 of other classes. The net total number of vacancies filled, permanent or temporary, was 39 of which 13 went to Europeans. The total actual appointments filled by Indians were 26, of which 14 were Hindus, 5 Muslims, 3 Anglo-Indians and domiciled Europeans, 3 Indian Christians and 1 of other classes. The ratio of Indian to European recruitment was 61·3 to 38·7 in respect of permanent appointments and 66·7 to 33·3 in respect of all appointments, whether permanent or temporary. The percentage of Indian recruitment in the principal departments was :—

	Permanent appointments.	Total appointments, permanent or temporary.
	Per cent.	Per cent.
Accounts	100·0	100·0
Engineering	81·8	78·6
Transportation (Traffic) and Commercial	50·0	66·7
Transportation (Power) and Mechanical Engineering	40·0	40·0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Permanent vacancies.	Total vacancies.
	Per cent.	Per cent.
Hindus	47·4	53·9
Muslims	21·1	19·2
Anglo-Indians and domiciled Europeans	15·8	11·5
Indian Christians	10·5	11·5
Other classes	5·2	3·9

It will be seen from Appendix G to this report that while the Bengal Nagpur, Madras and Southern Mahratta and South Indian Railways appointed Indians only to the Gazetted rank (Superior Services) the Assam Bengal, Bombay, Baroda and Central India, Bengal and North-Western and Rohilkund and Kumaon Railways did not obtain the percentage fixed for Indians. The recruitment on the Assam Bengal Railway was, however, small, *viz.*, 2 and 1 Indian was appointed. The Bombay, Baroda and Central India appointed 8 Indians out of 13 and Bengal and North-Western and Rohilkund and Kumaon Railways no Indian out of 5 and 2 respectively. The Bombay, Baroda and Central India, Bengal and North-Western and Rohilkund and Kumaon Railways are being addressed in the matter.

73. Review of the progress made since 1925.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 31st March 1934 and 31st March 1935.

Name of Railway.	1st April 1925.									31st March 1934.									31st March 1935.								
		Indians.									Indians.									Indians.								
	Europeans.	Hindus.	Muslims.	*Anglo-Indians.	*Sikhs.	*Indian Christians.	*Other classes.	Total.	Total number on the Railway (columns 2 *plus* 9).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	Total number on the Railway (columns 11 *plus* 18).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	Total number on the Railway (columns 20 *plus* 27).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
State-managed Railways.																											
Burma	90	3	..	..	..	..	12	15	105	82	3	..	10	..	..	7	20	102	78	3	..	9	..	..	8	20	98
Eastern Bengal	79	31	3	..	..	..	12	46	125	56	42	6	11	2	3	1	65	121	57	45	6	9	2	2	..	64	121
East Indian	227	49	12	..	..	..	26	87	314	174	78	14	34	3	2	2	133	307	169	83	17	37	3	2	2	144	313
Great Indian Peninsula	175	18	5	..	..	..	23	46	221	145	§35	11	§9	..	7	6	§68	§213	150	36	12	10	..	9	8	75	225
North Western	192	60	13	..	..		28	101	293	136	80	22	14	10	5	..	131	267	133	74	28	13	11	6	..	132	265
Railway Board and Miscellaneous Offices.	59	8	3	..	..	..	14	25	84	38	10	6	6	..	§1	§1	24	62	39	17	5	5	..	2	..	29	68
TOTAL	822	169	36	..		..	115	320	1,142	631	§248	59	§84	15	§18	§17	§441	§1,072	626	258	68	83	16	21	18	464	1,090
Company-managed Railways.																											
Assam Bengal	52	6	1	..	..	..	2	9	61	39	15	5	7	1	..	..	28	67	36	15	5	7	1	..	..	28	64
Bengal Nagpur	170	27	5	..	..	..	19	51	221	125	42	7	14	2	1	2	68	193	119	41	9	17	2	1	2	72	191
Bengal and North-Western	55	3	1	..	..		..	4	59	59	7	4	2	..	..	..	13	72	61	7	4	3	..	..	..	14	75
Bombay, Baroda and Central India	159	14	..	..	..	..	21	35	194	123	32	3	2	1	3	7	48	171	119	34	5	2	1	2	8	52	171
Madras and Southern Mahratta	122	15	1	..	..	..	6	22	144	96	27	..	6	2	3	5	43	139	91	30	..	5	2	5	6	48	139
Rohilkund and Kumaon	12	1	..	..	..	..	..	1	13	10	2	3	..	..	..	..	5	15	10	2	3	..	..	..	..	5	15
South Indian	93	17	1	..	..	..	3	21	114	73	45	1	9	..	1	..	56	129	69	50	2	9	..	2	..	63	132
TOTAL	663	83	9	..	..	..	51	143	806	525	170	23	40	6	8	14	261	786	505	179	28	43	6	10	16	282	787
GRAND TOTAL	1,485	252	45	..	..	..	166	463	1,948	1,156	§418	82	§124	21	§26	§31	§702	§1,858	1,131	437	96	126	22	31	34	746	1,877

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.*	1934.	1935.
Europeans		State-managed Railways.	71·98	§58·86	57·43
		Company-managed Railways.	82·26	66·79	64·17
		TOTAL	76·23	§62·22	60·26
Indians	Hindus	State-managed Railways.	14·80	§23·13	23·67
		Company-managed Railways.	10·30	21·63	22·74
		TOTAL	12·94	§22·50	23·28
	Muslims	State-managed Railways.	3·15	§5·50	6·24
		Company-managed Railways.	1·12	2·93	3·56
		TOTAL	2·31	4·41	5·12
	Anglo-Indians and domiciled Europeans.	State-managed Railways.	*	§7·84	7·61
		Company-managed Railways.	*	5·09	5·46
		TOTAL	*	§6·67	6·71
Indians—*concld.*	Sikhs	State-managed Railways.	*	1·40	1·47
		Company-managed Railways.	*	0·76	0·76
		TOTAL	*	1·13	1·17
	Indian Christians	State-managed Railways.	*	§1·59	1·93
		Company-managed Railways.	*	1·02	1·27
		TOTAL	*	§1·40	1·65
	Other classes	State-managed Railways.	*10·07	1·68	1·65
		Company-managed Railways.	*6·32	1·78	2·04
		TOTAL	*8·52	§1·67	1·81
	TOTAL	State-managed Railways.	28·02	§41·14	42·57
		Company-managed Railways.	17·74	33·21	35·83
		TOTAL	23·77	§37·78	39·74

* Anglo-Indians, Sikhs, and Indian Christians included in " Other classes " in 1925.

§ Revised figures.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways), on the 1st April 1925, 31st March 1934 and 31st March 1935.

Name of Railway.	1st April 1925.									31st March 1934.									31st March 1935.								
		Indians.							Total number on the Railway (columns 2 *plus* 9).		Indians.								Total number on the Railway (columns 11 *plus* 18).		Indians.							Total number on the Railway (columns 20 *plus* 27).
	Europeans.	Hindus.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians.	†Other Classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
State-managed Railways.																											
Burma	28	83	9	..	..	..	198	290	318	25	90	10	225	13	14	40	392	417	22	82	8	220	11	12	39	372	394
Eastern Bengal	143	106	5	..	..	..	163	274	417	63	142	9	169	4	3	3	330	393	56	157	7	162	3	3	3	335	391
East Indian	859	300	25	..	..	..	789	1,114	1,973	477	458	53	921	17	7	5	1,461	1,938	373	472	49	1,013	20	9	6	1,569	1,942
Great Indian Peninsula	286	125	29	..	..	..	803	957	1,243	252	225	35	614	10	100	77	1,061	1,313	232	225	33	602	10	93	75	1,038	1,270
North Western	401	328	123	..	..	..	378	829	1,230	333	337	181	352	92	23	33	1,018	1,351	254	355	193	396	100	31	29	1,104	1,358
Railway Board and miscellaneous offices.	*	*	*	*	*	*	*	*	*	1	§134	§27	§24	12	§5	§2	§204	§205	1	143	27	25	13	5	1	214	215
TOTAL	1,717	942	191	..	..	..	2,331	3,464	5,181	1,151	§1,386	§315	§2,305	148	§152	§160	§4,466	§5,617	938	1,434	317	2,418	157	153	153	4,632	5,570
Company-managed Railways.																											
Assam Bengal	22	23	4	..	..	..	46	73	95	17	34	4	38	2	1	3	82	99	17	34	4	35	2	..	3	78	95
Bengal Nagpur	333	140	13	..	..	..	403	556	889	181	201	19	395	16	12	6	649	830	170	209	20	406	17	11	8	671	841
Bengal and North-Western	31	15	2	..	..	..	59	76	107	16	20	9	58	1	1	..	89	105	14	21	7	59	1	1	..	89	103
Bombay, Baroda and Central India	155	253	25	..	..	..	506	784	939	139	300	35	317	4	42	119	817	956	123	301	36	319	3	40	120	819	942
Madras and Southern Mahratta	85	31	1	..	..	..	173	205	290	68	51	..	184	..	4	6	245	313	64	55	..	182	1	3	4	245	309
Rohilkund and Kumaon	6	5	1	..	..	..	13	19	25	7	2	1	10	..	..	..	§13	§20	5	1	2	11	..	..	..	14	19
South Indian	63	73	2	..	..	..	158	233	296	39	90	6	159	..	10	§1	266	305	37	88	5	148	..	10	1	252	289
TOTAL	695	540	48	..	..	..	1,358	1,946	2,641	467	698	74	1,161	23	70	§135	§2,161	§2,628	430	709	74	1,160	24	65	136	2,168	2,598
GRAND TOTAL	2,412	1,482	239	..	..	..	3,689	5,410	7,822	1,618	§2,084	§389	§3,466	171	§222	§295	§6,627	§8,245	1,368	2,143	391	3,578	181	218	289	6,800	8,168

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1934.	1935.
Europeans		State-managed Railways.	33·14	§20·49	16·84
		Company-managed Railways.	26·32	17·76	16·55
		TOTAL	30·84	§19·62	16·75
Indians	Hindus	State-managed Railways.	18·18	§24·68	25·74
		Company-managed Railways.	20·44	26·55	27·29
		TOTAL	18·95	§25·27	26·24
	Muslims	State-managed Railways.	3·69	§5·61	5·69
		Company-managed Railways.	1·82	2·82	2·85
		TOTAL	3·05	§4·72	4·79
	Anglo-Indians and domiciled Europeans.	State-managed Railways.	†	§41·04	43·41
		Company-managed Railways.	†	44·16	44·65
		TOTAL	†	§42·03	43·80
Indians—*concld.*	Sikhs	State-managed Railways.	†	§2·63	2·82
		Company-managed Railways.	†	0·88	0·92
		TOTAL	†	2·08	2·21
	Indian Christians	State-managed Railways.	†	§2·70	2·75
		Company-managed Railways.	†	2·66	2·50
		TOTAL	†	§2·69	2·67
	Other Classes	State-managed Railways.	†44·99	§2·85	2·75
		Company-managed Railways.	†51·42	5·17	5·24
		TOTAL	†47·16	§3·59	3·54
	TOTAL	State-managed Railways.	66·86	§79·51	33·16
		Company-managed Railways.	73·68	82·24	33·45
		TOTAL	69·16	§80·38	33·25

* Not available. † Anglo-Indians, Sikhs and Indian Christians included in "Other classes" in 1925. § Revised figures.

It will be observed that the Indian element in the superior services has risen from 28·02 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 42·57 per cent. on State-managed and 35·83 per cent. on Company-managed Railways in 1935. Among the Indians the percentage increase by communities in 1935 as compared with 1925 is shown below :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1935.	1925.	1935.
Hindus	14·80	23·67	10·30	22·74
Muslims	3·15	6·24	1·12	3·56
Anglo-Indians and domiciled Europeans.	*	7·61	*	5·46
Sikhs	*	1·47	*	0·76
Indian Christians	*	1·93	*	1·27
Other classes	10·07*	1·65	6·32*	2·04

* Anglo-Indians, Sikhs and Indian Christians included under "other classes" in 1925.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1935.	1925.	1935.
Europeans	33·14	16·84	26·32	16·55
Indians—				
Hindus	18·18	25·74	20·44	27·29
Muslims	3·69	5·69	1·82	2·85
Anglo-Indians and domiciled Europeans.	*	43·41	*	44·65
Sikhs	*	2·82	*	0·92
Indian Christians	*	2·75	*	2·50
Other classes	44·99*	2·75	51·42*	5·24
Total Indians	66·86	83·16	73·68	83·45

* Anglo-Indians, Sikhs and Indian Christians included under "other classes" in 1925.

74. Representation of minority communities in railway services.— In the report for 1933-34 it was stated that mention would be made in the following year's report of the orders that had been issued by the Government of India in regard to the representation of minority communities in railway services. These orders were issued in July 1934 by the Government of India, with the approval of the Secretary of State, reserving in the superior services

25 per cent. of all vacancies to be filled by direct recruitment for Muslims and $8\frac{1}{3}$ per cent. for other minority communities, namely, Anglo-Indians and Domiciled Europeans, Sikhs, Indian Christians and Parsis, provided candidates of these communities possessing the minimum qualifications prescribed were available.

In accordance with these orders, regulations for recruitment to the superior State railway services in India have been modified so as to provide for the reservation of 25 per cent. vacancies to be filled by direct recruitment for Muslims and $8\frac{1}{3}$ per cent. for other minorities and Company-managed Railways (except His Exalted Highness the Nizam's and Jodhpur Railways) have been asked to adopt these percentages in superior services recruitment on their railways.

In the subordinate railway services, it was decided that 25 per cent. of all vacancies to be filled by direct recruitment on Class I Railways as a whole (excluding the Burma, His Exalted Highness the Nizam's and Jodhpur Railways) should be reserved for Muslims, 8 per cent. for Anglo-Indians and Domiciled Europeans, and 6 per cent. for other minority communities, provided candidates possessing the minimum qualifications necessary were available from these communities. And in order that difficulty in the application of these orders should be minimised as far as possible, it was decided at the same time to fix separate percentages on different railways, taking into consideration so far as Muslims were concerned, their population ratio in the area served by a railway and in the case of Anglo-Indians and Domiciled Europeans and other minority communities their existing percentages on each railway, in such a manner that on Class I Railways taken together Muslims would secure 25 per cent., Anglo-Indians and Domiciled Europeans 8 per cent. and other minority communities 6 per cent. of vacancies, in future direct recruitment.

Statistics were obtained from railways and percentages to be reserved for all minority communities on each railway were worked out in the Railway Board's office and in accordance with an undertaking which had been given by Government that final orders would not be issued unless the Central Advisory Council for Railways had been consulted, the percentages which the Railway Board proposed to fix were placed before that body prior to the issue of orders to railways. This and the preparation of a detailed memorandum, amplifying the rules contained in the Government of India resolution on the subject, to ensure that there would not be a serious difficulty in the practical application of the orders, entailed such an enormous amount of work in the Railway Board's office that it was not possible to issue detailed instructions to railways before the beginning of December 1934.

The following percentages were fixed for Muslims in all future direct recruitment to the subordinate railway services:—

North Western Railway	60
Eastern Bengal Railway	45
East Indian Railway	19
Great Indian Peninsula Railway	10
Rohilkund and Kumaon Railway	55
Assam Bengal Railway	35
Bengal and North-Western Railway	19
Bombay, Baroda and Central India Railway	12
Bengal Nagpur Railway	12
Madras and Southern Mahratta Railway	11
South Indian Railway	6

In order to arrive at the 8 per cent. reservation fixed for the Anglo-Indians and Domiciled Europeans, their percentage recruitment on each railway was fixed at 10 per cent. less than their existing representation. It was also made clear to railways that the future recruitment of Anglo-Indians and Domiciled Europeans must take place in the categories or departments

in which they were already principally employed. Railways were asked to maintain for other minority communities their existing percentages because it was found on calculation that if this was done they would be able to secure 6 per cent. of vacancies.

The above orders were made applicable to both permanent and temporary vacancies on the State-managed Railways (excluding Burma Railways in the case of the subordinate staff) and the Company-managed Railways (excluding His Exalted Highness the Nizam's and Jodhpur Railways) were asked to adopt the percentages fixed for them.

In the Railway Board's office and the offices attached or subordinate to the Railway Board, instructions were issued reserving 25 per cent. of all vacancies to be filled by direct recruitment for Muslims and $8\frac{1}{3}$ per cent. for other minority communities, provided candidates of these communities possessing the minimum qualifications prescribed were available.

The following figures show community-wise the number and percentages of subordinate staff (excluding labourers and inferior servants) recruited direct during the year under review :—

State-managed Railways.

	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Others.	Total.
Number .	1,231	367	213	24	41	7	20	1,903
Percentage .	64·69	19·29	11·19	1·26	2·15	0·37	1·05	100·0

Company-managed Railways.

	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Others.	Total.
Number .	1,243	295	247	15	71	18	2	1,891
Percentage .	65·73	15·60	13·06	0·80	3·75	0·95	0·11	100·0

For reasons already given it was not possible for the Railway Board to issue detailed instructions to railways until about five months after the issue of the Government of India's orders. Considering that these orders were not in force for the first quarter and were not communicated to railways during the second and third quarters of the period under review and that, on their receipt at the end of the third quarter, the railways had to issue detailed instructions to different departments under their control, which naturally occupied some time, the results for the year under review cannot be regarded as unsatisfactory. Instructions have, however, been issued to Agents of Railways to make good the arrears of shortage in the Muslim recruitment during the current year and the position is being carefully watched by the Railway Board.

75. Training of staff.—*Area Schools*—(a) *East Indian Railway—Railway School of Transportation, Chandausi.*—During the year 1934-35, the courses of instruction were much on the same lines as in the previous year. Two fresh courses, *viz.*, Commercial Refresher (for coaching staff only) and special Telegraph Instructors' course were introduced. Owing to a heavy demand for Probationary Assistant Station Masters, the number of students to be trained was increased to meet the requirements of the Divisions. Refresher courses for Assistant Station Masters continued to be held regularly. One European or Anglo-Indian Assistant Station Master, Assistant Yard Master or Platform Assistant from each Division was added to the number for this course. The total number of student days was 37,829 for 917 students in attendance during 1934-35 as compared with 25,490 student days for 667 students in 1933-34.

(b) *North Western Railway—Walton Training School, North Western Railway, Lahore Cantonment.*—During the period under report the school continued the training of staff for the North Western Railway. The total number who attended the school in 1934-35 was 1,320 which included

General view of the B. R. Singh Hospital, Sealdah.

some *ex*-station masters and commercial group students who, although trained in 1931, could not be provided with appointments due to retrenchment. Refresher courses for Permanent-way Inspectors, Train Examiners, Guards and Locomotive staff suitable for promotion to Locomotive Inspectors were introduced.

The school now supervises the theoretical and practical training of all probationers.

The scope of this institution is being gradually enlarged so as to embrace all the important categories of staff on the railway and the beneficial results of refresher courses for those already in service are becoming more marked as the number passing through the school increases. The activities of the school are undoubtedly of great advantage to the administration in improving the efficiency of operation.

76. Improvement in the service conditions of the staff.—*Hours of Employment Regulations.*—The Hours of Employment Regulations have already been given statutory effect on four of the State-managed Railways, *viz.*, North Western, Eastern Bengal, East Indian and Great Indian Peninsula Railways. The question of extending the application of these Regulations to the Burma and Company-managed Railways continued to engage the attention of the Railway Board during the period under review with particular reference to their application to the Madras and Southern Mahratta and Bombay, Baroda and Central India Railways in the light of certain estimates received from those railways. It was decided to give statutory effect to the Hours of Employment Regulations on these two Railways from the 1st November 1935. With the extension of the Hours of Employment Regulations referred to above, six railway systems employing about 71 per cent. of railway workers in India would by the 1st November, 1935 have been brought within the scope of these regulations.

77. Welfare.—(i) *Assistance from Railway funds to Railway employees for the education of their children.*—It was stated in the Report for the year 1932-33 that an officer of the Indian Educational Service was placed on special duty to make a detailed estimate of the cost of the introduction of the new rules for the grant of assistance to railway employees towards the education of their children, as well as the cost, as it would be, if the rules were liberalised in certain directions, and further to report on the administration of the schools maintained by the State-managed Railways. It was also stated therein that the reports submitted by this officer on the Eastern Bengal, East Indian, Great Indian Peninsula and North Western Railways were under consideration by the Railway Board. Since then, these reports, and certain suggestions connected with the grant of educational facilities put forward by the All-India Railwaymen's Federation at the seventh half-yearly meeting between the Railway Board and the Federation held in November 1933, have received the most careful consideration of the Railway Board and the Government of India. The Government of India have arrived at certain conclusions on the recommendations contained in the reports submitted by the officer on special duty and on the suggestions of the All-India Railwaymen's Federation. Before orders are actually issued giving effect to these conclusions, it is proposed to discuss the matter at a meeting of the Central Advisory Council for Railways.

(ii) *Staff Benefit Fund.*—The Staff Benefit Funds established on State-managed Railways continued to function during the period under review and from the reports received from railways it was found that these funds continued to play a prominent part in providing certain amenities and affording certain forms of relief to subordinate and lower paid staff on Railways. In connection with a suggestion received from the All-India Railwaymen's Federation, the question of giving greater publicity to the discussions in the Staff Benefit Fund Committees and the publication, in the railway weekly gazettes, of resolutions arrived at such meetings of the Committees is under consideration by the Railway Board.

(iii) *Railway Sports.*—The seventh annual Inter-Railway Athletic Tournament was held in the Irwin Amphitheatre at New Delhi on the 22nd and 23rd March 1935. The Bombay, Baroda and Central India, Eastern Bengal, East Indian, Great Indian Peninsula, His Exalted Highness the Nizam's State, North Western and South Indian Railways and the Railway Board entered their teams. The tournament was won by the North Western Railway for the seventh year in succession, the Eastern Bengal Railway being the runners-up.

For the field games a hockey tournament was held in Delhi from the 18th to 21st March 1935. The teams from the following railways competed:—

Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, Madras and Southern Mahratta and North Western. The East Indian Railway won the tournament, the Madras and Southern Mahratta Railway being the runners-up.

A Boxing Tournament was also held at Calcutta on the 14th and 15th of February 1935. Teams from the East Indian, Great Indian Peninsula, Madras and Southern Mahratta and North Western Railways took part, the East Indian Railway winning the tournament.

78. Report of the Royal Commission on Labour.—The recommendations of the Royal Commission on Labour concerning railways continued to engage the attention of the Railway Board during the period under review. Orders were issued by the Railway Board to the Agents of State-managed Railways, with an invitation to Agents of Company-managed Railways to follow a similar procedure, in respect of certain recommendations of the Commission of minor importance, particularly those relating to leave rules, the raising and recovery of debits, indebtedness, health and welfare of the industrial workers.

Other recommendations of the Royal Commission on Labour of major importance, *viz.*, those relating to the establishment of a Joint Standing Machinery for the settlement of disputes on railways and other cognate matters such as grant of facilities to recognised Unions, etc., continued to receive attention though final decisions were not reached during the period under review.

Emergency cut in pay.—In the last year's report, it was mentioned that the emergency reduction in pay, not exceeding 5 per cent., would continue during the year 1934-35 in respect of all Government servants including those of the Railway Department. During the year under review it was decided that the cut in the salaries of Government servants would not be reimposed after the 31st March 1935.

The Company-managed Railways agreed to adopt the same procedure.

79. Revision of the scales of pay of future entrants into the superior and subordinate services.—Mention was made in the last year's report that the revised scales of pay for Superior services had been announced in October 1933 and that the revised scales of pay for the Subordinate services were under examination with the intention of introducing them during the year 1934-35. The revised scales for subordinate services were finally adopted by the various railway administrations during the year under report.

A considerable saving in working expenses is expected to result from the introduction of these revised scales. As, however, a large majority of staff who were in service before the introduction of the revised scales of pay will continue on the old scales, the amount of savings ultimately accruing from this measure will not actually materialise for some considerable time. When the entire staff on railways have come under the new scales of pay the approximate savings on State and Company-managed Railways, will amount to much more than one crore of rupees.

80. Security of Service.—*Rules regarding the discharge and dismissal of State Railway non-gazetted Government servants.*—Mention was made in the last year's report that Agents of State-managed railways had been asked to submit reports on the working of the rules regulating the discharge and

dismissal of State Railway non-gazetted Government servants and to furnish their recommendations in regard to certain proposals which the Railway Board had under contemplation for the amendment of these rules in connection with the recommendations of the Royal Commission on Labour. The reports have been received from the Agents and are under examination by the Railway Board.

81. Meetings with the All-India Railwaymen's Federation.—During the period under review the Railway Board met the representatives of the All-India Railwaymen's Federation on two occasions, once in July 1934 and a second time in December 1934. The main subjects discussed at the meeting held in July related to amendments to new leave rules, disciplinary enquiries, wage cuts for short timers, etc., exclusion of inferior staff from Provident Fund and house-rent for low paid staff, while Staff Benefit Fund Rules, Compulsory membership of Institutes on the Eastern Bengal Railway, charging of house-rent from low paid staff, revised scales of pay, and the Hours of Employment Regulations formed the main subjects discussed at the meeting held in December 1934. The suggestions put forward by the Federation at these two meetings are under consideration by the Railway Board.

CHAPTER VII.

AMENITIES FOR PASSENGERS.

82. In previous reports information in regard to action taken for the greater comfort and convenience of passengers was embodied in the "Miscellaneous" Chapter. In order, however, to give more information on such matters, it is proposed in this and future reports to have a complete chapter for this subject which will indicate in greater detail what has been done during the year under report.

In addition to improvements in train services, progress was made so far as funds permitted, on the programme for providing better coaching stock and improving the existing stock. Programmes were also drawn up for the provision of additional waiting rooms and waiting halls, covered and raised platforms, refreshment rooms for Mohammedans and for Hindus and vendors' stalls. Improvements were also effected in the arrangements for the supply of drinking water, and for ensuring the cleanliness of carriages including latrines on running trains. Additional restaurant car services were also introduced.

The existing position on railways in regard to certain matters, and the particular steps for improvement that have been taken during the year on the principal railways are briefly summarised in the following paragraphs :—

(i) *Booking offices.*

Assam Bengal Railway.—Temporary additional booking offices were opened at Sitakund, Barabakund, Baraiyadhala, Shambhuganj and Badarpur Ghat during *melas*. The provision of an additional booking office at Gangasagar was sanctioned.

Bengal and North-Western Railway.—In order to meet the requirements of pilgrim traffic, sixty temporary booking offices were opened at sixteen stations.

Bombay, Baroda and Central India Railway.—Additional temporary booking offices were opened for certain big fairs such as the Mahim Urs and the Khwaja and Pushkar Fairs at Ajmer.

Eastern Bengal Railway.—A booking office joint with the East Indian Railway was opened at the premises of the *Amrita Bazar Patrika*, for the outward booking of parcels of newspapers and joint arrangements were effected with the combined East Indian and Bengal Nagpur Railways' city booking office at Kidderpore, where booking of all classes of passengers, luggage and parcels over both railways and steamer services was attended to. Work was commenced on a booking office in the new third class waiting hall at Siliguri.

East Indian Railway.—As an experimental measure an intermediate class booking office was opened on the city side of Cawnpore Central station.

Madras and Southern Mahratta Railway.—An office was opened in Guntur Town for booking of passengers and another at Bangalore City Market for the booking of passengers, luggage and parcels.

His Exalted Highness the Nizam's State Railway.—Additional booking offices were opened temporarily during the important jathras and fairs.

North Western Railway.—Moga Hospital City booking office was reopened temporarily for booking of intermediate and third class passengers. A city booking office for passengers and luggage was opened on the Mall at Simla during the down-hill move.

Rohilkund and Kumaon Railway.—A separate booking office was temporarily opened at Kathgodam for third class passengers during the summer months.

(ii) *Waiting rooms and waiting halls.*

Assam Bengal Railway.—At Sylhet the building of a waiting hall for third class passengers was begun and adequate arrangements were provided for passengers waiting for trains during the Astami Snan Mela at Shambhuganj.

Bengal and North-Western Railway.—One waiting room for first and second class passengers was provided at Rasra and waiting halls for third class passengers at Rasra, Naikot and Manigachi.

Bengal Nagpur Railway.—The waiting hall at Burnpur was extended to provide more accommodation and the waiting hall for third class passengers at Lohardaga was cemented.

Bombay, Baroda and Central India Railway.—One additional upper class waiting room was provided at Baroda. A waiting hall was built at Sadanapura Work in connection with the provision of a waiting hall at Bhilad, improvements to the hall at Agra Fort (broad gauge), extension of the third class waiting hall at Beawar together with a waiting room for ladies and cement concrete tile flooring of the waiting hall at Muktsar, was in progress during the year.

Burma Railways.—A waiting room for first and second class passengers was provided at Sagaing.

Eastern Bengal Railway.—The waiting rooms and halls for third class passengers at Arariya Court and Purnea, which were damaged by earthquake, were in course of replacement. A new station building including a spacious third class waiting hall was under construction at Barpeta Road, and the construction of a third class waiting hall at Siliguri was in hand. Two passenger shelters at Poradaha were completed.

East Indian Railway.—One waiting room for first and second class passengers and eight each for intermediate and third class passengers were provided.

Great Indian Peninsula Railway.—The third class waiting hall at Kurla was extended. The cast iron sheet walling of the waiting hall at Chikni Road was raised to the top of the roof and four ventilators provided, also an additional bay was enclosed with cast iron sheets. The floor of the waiting hall at Madan Mahal was paved with flag stones.

Jodhpur Railway.—Separate waiting rooms for first and second class passengers were provided at Jhudo and Jamesabad and a waiting hall for third class passengers at Jamesabad.

Madras and Southern Mahratta Railway.—Waiting halls for third class passengers were provided at Aravalli, Tanuku, Vendra and Palakol; and the existing hall at Kirloskarvadi and Godavari were extended.

His Exalted Highness the Nizam's State Railway.—Improvements were made to the lavatory arrangements in certain waiting rooms.

North Western Railway.—An upper class waiting room at Nok-Kundi, a first and second class ladies' waiting room at Nawabshah, intermediate class ladies' waiting rooms at Ambala Cantonment, Kalka and Saharanpur and third class waiting halls at Mithiani and Jammu (Tawi), were provided during the year. The flooring of the third class waiting hall at Khudabad was renewed and the verandah of the existing third class waiting hall at Hazurpur was extended.

Rohilkund and Kumaon Railway.—An upper class waiting room was provided at Manpur Nagaria.

South Indian Railway.—Additional waiting rooms for first and second class passengers were provided at Mettupalaiyam and Punkunnam. Third class waiting halls were built at Ariyalur, Bikshandarkovil, Narthamalai, Karaimadai, Tiruppur, Tellicherry, Palni, Sikkil and Tilladi and that at

Irinjalakuda was extended. Temporary waiting halls were also provided at Ravanasamudram and Tiruvadamarudur.

The statement reproduced below shows in a summarised form the number of waiting rooms and waiting halls provided on each Class I railway for the use of intermediate and third class passengers.

Statement showing intermediate and third class waiting rooms and waiting halls.

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	295	351	510	649	453	450	750	560	144	539	210	877	190	97	599
2. Number of stations at which waiting rooms or halls have been provided for intermediate class passengers :—															
(i) generally	10	5	11	1	..	8	38	*Nil*	*Nil*	*Nil*	*Nil*	13	3	*Nil*	*Nil*
(ii) for women	58	10	14	1	..	4	37	*Nil*	*Nil*	*Nil*	*Nil*	14	..	2	*Nil*
3. Number of stations at which third class waiting rooms or halls have been provided :—															
(i) generally	238	251	459	474	453	423	333	467	92	491	210	634	113	94	577
(ii) for women only . . .	127	35	69	1	*Nil*	325	170	13	3	14	2	49	11	12	13
4. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic :—															
(i) for intermediate class, generally .	3·39	1·42	2·16	0·15	..	1·78	5·07	*Nil*	*Nil*	*Nil*	*Nil*	1·48	1·58	*Nil*	*Nil*
(ii) for intermediate class, women only.	19·66	2·85	2·75	0·15	..	0·89	4·93	*Nil*	*Nil*	*Nil*	*Nil*	1·60	..	2·06	*Nil*
(iii) for third class, generally . .	80·68	71·51	90·00	73·04	100·00	94·00	44·40	83·39	63·90	91·09	100·00	72·29	59·47	96·91	96·33
(iv) for third class, women only .	43·05	9·97	13·53	0·15	*Nil*	72·22	22·67	2·32	2·08	2·60	0·95	5·59	5·79	12·37	2·17

C.=Commercial.
S.=Strategic.

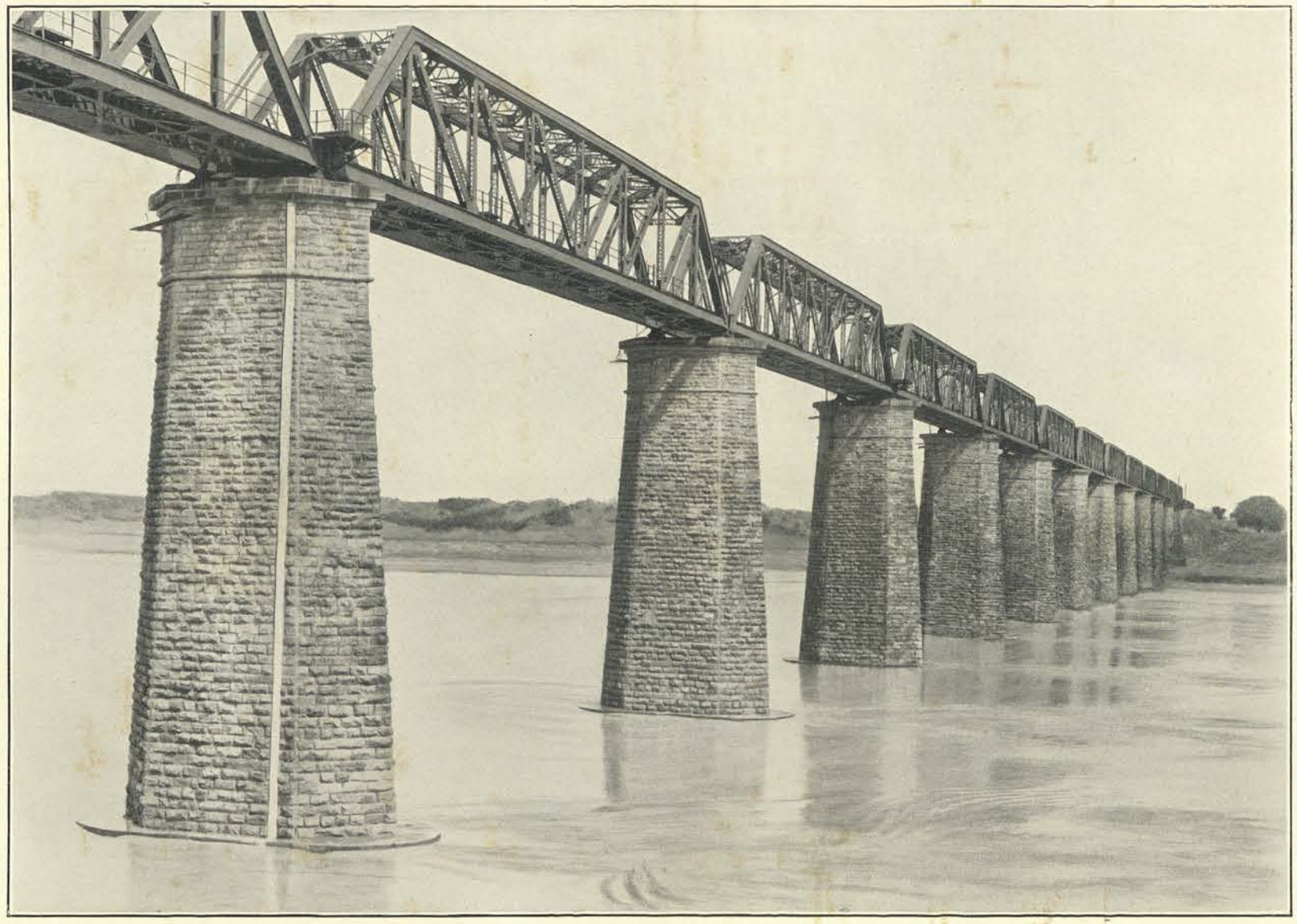
(iii) *Covered and raised platforms.*

The following statements show the present position in regard to platforms generally :—

(*a*) *Statement showing number of stations provided with covered platforms.*

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	295	351	510	649	453	450	750	560	144	539	210	877	190	97	599
(i) Class D (or flag stations) . .	98	23	64	116	92	126	121	84	57	86	53	212	39	5	141
(ii) Other than class D (or flag) stations.	197	328	446	533	361	324	629	476	87	453	157	665	151	92	458
2. (i) Number of stations at which there are two or more platforms.	22	27	83	109	77	83	389	190	5	55	25	232	9	3	79
(ii) Total number of platforms at such stations.	53	68	176	260	158	222	962	452	18	153	59	579	23	11	215
(iii) Total number of covered platforms at such stations.	4	*Nil*	4	154	73	43	210	125	*Nil*	66	11	181	3	6	91
(iv) Percentage of (iii) to (ii) . .	7·55	*Nil*	2·27	59·23	46·20	19·37	21·83	27·65	*Nil*	43·14	18·64	31·26	13·04	54·54	42·33
3. (i) Number of stations other than class D at which there is only one platform.	175	307	373	350	296	250	238	312	82	398	147	456	143	84	379
(ii) Number of such stations at which there are covered platforms.	*Nil*	*Nil*	1	1	4	*Nil*	37	9	*Nil*	22	*Nil*	10	1	*Nil*	6
(iii) Percentage of (ii) to (i) . .	*Nil*	*Nil*	0·27	0·29	1·35	*Nil*	15·55	2·88	*Nil*	5·53	*Nil*	2·19	0·70	*Nil*	1·58

C.=Commercial.
S.=Strategic.



New Chambal Bridge Superstructure. Standard H. M. Loading 1934.

(*b*) *Statement showing number of stations provided with platforms above rail level.*

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodh-pur.	M. & S. M.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	295	351	510	649	453	450	750	560	144	539	210	877	190	97	599
(i) Class D (or flag) stations . .	98	23	64	116	92	126	121	84	57	86	53	212	39	5	141
(ii) Other than class D (or flag) stations.	197	328	446	533	361	324	629	476	87	453	157	665	151	92	458
2. (i) Number of stations other than flag stations at which there are more than one platform.	22	27	75	99	62	82	369	163	5	55	11	209	8	8	79
(ii) Total number of platforms at such stations.	53	68	158	246	128	219	928	398	18	153	32	533	21	23	215
(iii) Total number of platforms at such stations above rail level.	5	54	132	226	50	194	603	315	18	153	31	380	17	18	145
(iv) Percentage of (iii) to (ii) . .	9·43	79·41	83·54	91·87	39·06	88·58	64·98	79·14	100·00	100·00	96·88	71·29	80·95	78·26	67·44
3. (i) Number of stations at which there is only one platform.	273	322	428	507	376	287	361	345	139	484	185	645	181	88	520
(ii) Number of such stations at which platforms are above rail level.	6	166	123	201	39	135	154	197	7	320	71	182	90	28	278
(iii) Percentage of (ii) to (i) . .	2·20	51·55	28·74	39·64	10·37	47·04	42·66	57·10	5·04	66·12	38·38	28·22	49·72	31·82	53·46

C. = Commercial.
S. = Strategic.

(iv) *Refreshment rooms for Hindus and Mohammedans.*

The following statement shows the number of refreshment rooms provided for Mohammedans and Hindus previous to year under report, and the additions made during 1934-35 :—

The table below shows the details of number of stations on Class I Railways, provided with refreshment rooms for Hindus and Mohammedans on 31st March, 1935.

Name of Railway.	NUMBER OF STATIONS PROVIDED WITH REFRESHMENT ROOMS FOR THE USE OF			NUMBER OF REFRESHMENT ROOMS WHICH WERE PROVIDED DURING THE YEAR.		
	Hindus and Moham-medans.	Hindus only.	Moham-medans only.	Hindus and Moham-medans.	Hindus only.	Moham-medans only.
Assam Bengal	3	..	..	..	..	..
Bengal and North-Western . .	..	9	9	..	..	..
Bengal Nagpur	13	..	..	..	..	..
Bombay, Baroda and Central India	..	8	5	..	..	..
Eastern Bengal	21	12	7	..	..	..
East Indian	12	4	4	..	1	2
Great Indian Peninsula . . .	..	5	5	..	..	..
Jodhpur	3	1	..	..	..	..
Madras and Southern Mahratta .	..	36 (17 broad gauge + 19 metre gauge)	7	..	..	..
His Exalted Highness the Nizam's State	..	10	11	..	..	..
North Western	21	..	..	2	..	..
Rohilkund and Kumaon . .	1	..	..	..	..	..
South Indian	33	..	6	1	..	..

(v) *Vendors' stalls in waiting halls and on platforms.*

Assam Bengal Railway.—62 Hindu stalls, 3 Marwari stalls and 40 Mohammedan stalls were in use at 50 stations.

Bengal and North-Western Railway.—There are stalls at 38 stations.

Bengal Nagpur Railway.—No addition was made to the number of stalls, *i.e.*, 65 that were in use during the previous year. The Hindu stall at Vizianagram was extended so as to provide separate accommodation for Brahmans and non-Brahmans.

Bombay, Baroda and Central India Railway.—78 stations on the broad gauge and 32 stations on the metre gauge had stalls. Four stalls, *viz.*, one each at Mahalakshmi, Fort Songhad, Kora and Umalla, were provided during the year.

Burma Railways.—260 stalls were open at the end of the year.

Eastern Bengal Railway.—Tea and light refreshment stalls were previously provided at 79 stations. New stalls were provided during the year at Kalchini, Majbat and Godagari Ghat.

East Indian Railway.—Stalls were previously in existence at 114 stations. During the year four stalls were opened, one each at Barka Kana, Madhupur, Kashi and Sandila.

Great Indian Peninsula Railway.—There were stalls previously at 132 stations. During the year, 11 stalls were provided as follows:—

2 at Kareli; and

1 each at Chandur, Dholpur, Gwalior, Jeur, Mumbra, Pusad, Raja-ki-Mandi, Sohagpur and Yeola.

Jodhpur Railway.—Vendors' stalls were in existence at five stations. Stalls for ice and aerated waters were opened temporarily at Luni Junction, Jamesabad, Pithoro and Mirpur Khas.

Madras and Southern Mahratta Railway.—No addition was made to the number of stations, *viz.*, seven at which stalls were previously provided.

His Exalted Highness the Nizam's State Railway.—There are stalls at 134 stations.

North Western Railway.—Stalls were previously in use at 126 stations. During the year under review, 11 new stalls were provided, *viz.*:—

2 each at Kalka, Bhatinda and Batala, and

1 each at Tando Adam, Rahim Yarkhan, Khanpur, Ruk and Quetta.

In addition, 18 tea tables were provided on the platforms and in the waiting halls of 10 important stations.

Rohilkund and Kumaon Railway.—There are two tea stalls at Kathgodam and one at each of the following stations:—

Lucknow City, Sitapur, Pilibhit, Bhojeepura, Lakhimpur Kheri, Mailani, Izatnagar and Bareilly City.

South Indian Railway.—At the end of the year, 190 stalls were open. During the year, 26 new stalls were provided at the following stations:

(*a*) Fruit stalls—Mandapam, Kodambakkam, Vadamadura and Madras Beach (Goods Shed).

(*b*) Combined fruit and tea stall—Punkunnam.

(*c*) Light refreshment stalls—Conjeeveram, Olavakkot, Virudhunagar and Palni.

(*d*) Pan Stalls—Chingleput, Chidambaram, Vriddhachalam, Mayavaram, Tiruvarur, Tiruturaipundi, Tanjore, Dindigul, Manamadurai, Madura, Trivandrum Central, Palni, Mettupalaiyam, Shoranur, Calicut and Cannanore.

(*e*) Tea stalls—Walajabad.

The following statement summarises the number of stations on Class I Railways, at which vendors' stalls were open during the year 1934-35.

Railway.	Number of stations at which stalls were in service on 31st March, 1935.	Number of stalls opened during the year.
Assam Bengal	50	..
Bengal and North-Western	38	1
Bengal Nagpur	65	..
Bombay, Baroda and Central India	110	4
Burma	260	..
Eastern Bengal	79	3
East Indian	114	4
Great Indian Peninsula	132	11
Jodhpur	5	4
Madras and Southern Mahratta	8	..
His Exalted Highness the Nizam's State	134	..
North Western	126	11
Rohilkund and Kumaon	11	10
South Indian	190	26

(vi) *Water supply for passengers.*

Assam Bengal Railway.—(*a*) *Large stations.*—Water taps are provided on platforms. Watermen are also employed at a number of stations to supply drinking water to passengers at train times. Clean chlorinated water is made available in earthen chatties at all stations, in addition to European type filters installed at 21 stations.

(*b*) *Small stations.*—Earthen chatties on wooden stands supply clean chlorinated water.

(*c*) 29 watermen were permanently employed at 27 stations. Hindu staff were also deputed to help watermen during rush periods.

Bengal and North-Western Railway.—(*a*) *Large stations.*—Hydrants are provided at suitable places on station platforms. Water is also provided to passengers in trains by watermen provided with wheeled water tanks and buckets.

(*b*) *Small stations.*—Water is kept ready in buckets in the station verandahs, whence watermen and other staff supply water to passengers in trains. At engine watering stations, taps are also provided for the supply of water to passengers.

(*c*) 128 watermen were permanently employed at 94 stations and 106 temporary additional watermen were engaged for the hot weather months.

Bengal Nagpur Railway.—(*a*) *Large stations.*—Water shelters are provided at 90 stations.

(*b*) *Small stations.*—Drums on wheels are provided for supplying water at many stations. Tube wells are being provided according to a programme where the existing supply is not adequate.

(*c*) 176 watermen were employed permanently at 136 stations, and 100 additional watermen were engaged during the hot weather months.

Bombay, Baroda and Central India Railway.—(*a*) *Large stations.*—Water taps are provided on platforms; in addition, permanent Hindu watermen supplemented by temporary men during summer attend to passengers. At the majority of stations, water huts and *piaos* are provided, where cool water is stored in earthen *gharas*.

(*b*) *Small stations.*—Hydrants are provided at certain small stations, and at others permanent watermen, supplemented by temporary men in summer, supply water to passengers.

(*c*) At 29 stations on the broad gauge and 304 stations on the metre gauge, 44 and 453 watermen respectively were employed permanently. In addition, 91 and 38 temporary watermen were provided during the hot weather months. One water tap at Samni and one at Baroda were provided during the year.

Burma Railways.—(*a*) *Large stations.*—Hydrants are provided on platforms and in waiting sheds.

(*b*) *Small stations.*—Earthen pots containing drinking water are placed in special stands on platforms.

(*c*) 20 watermen were permanently employed at 14 stations and 5 watermen temporarily during the hot weather months. During the year, a water tank was provided in the third class waiting hall at Thazi.

Eastern Bengal Railway.—(*a*) *Large stations.*—A connection was made from the water tank to the station platform at Dacca.

(*b*) *Small stations.*—Tube wells were sunk at four stations, a water tap provided at one station and pipe connection at another.

(*c*) 132 watermen were permanently employed at 74 stations and 39 temporarily during the hot weather months.

East Indian Railway.—(*a*) *Large stations.*—In addition to hydrants on platforms, galvanised tanks on wheels or trollies with earthen pots, were used for supplying water to passengers. During the year, re-inforced concrete tanks with a number of taps were provided at two stations and separate trellis kiosks, containing earthen pots or buckets, of drinking water, were provided at 51 stations.

(*b*) *Small stations.*—Trellis kiosks were in use at 88 stations.

(*c*) 703 watermen were permanently employed at 431 stations and 504 temporarily during the hot weather months.

Great Indian Peninsula Railway.—(*a*) *Large stations.*—Watermen were permanently employed to supply water to passengers and, in addition, a sufficient number of chatties containing cool drinking water were kept in cages. Two drinking water fountains were provided at Harda during the year.

(*b*) *Small stations.*—Sufficient number of *Kankharies* and chatties containing cool drinking water were placed in shelters.

(*c*) 281 permanent watermen were employed at 208 stations and 382 temporarily during the hot weather.

Jodhpur Railway.—(*a*) *Large stations.*—Water taps were provided on platforms, in addition to *piaos* and Hindu watermen.

(*b*) *Small stations.*—Hindu watermen were engaged and *piaos* provided at the majority of stations.

(*c*) 101 watermen were permanently employed at 98 stations; and 13 temporarily during the hot weather months.

Madras and Southern Mahratta Railway.—An additional water tap was provided at Kottur and Hagaribommanahalli stations.

His Exalted Highness the Nizam's State Railway.—(*a*) *Large stations.*—Water taps were provided on the platforms.

(*b*) *Small stations.*—Drinking water was supplied to passengers in trains by watermen employed at stations.

(*c*) There were 38 stations at which one waterman each was employed. The total number of watermen employed throughout the year was 44. During the hot weather, a third class compartment was reserved for a travelling waterman on all passenger and mixed trains for the supply of drinking water to passengers.

North Western Railway.—In addition to water taps, hand barrows containing earthen pots filled with cool water, were provided for supplying water to passengers. Water shelters containing a sufficient number of '*mutkas*', were also provided during summer.

1,414 watermen were permanently employed at 892 stations. During the hot weather months, 732 additional watermen were employed temporarily at important stations. Travelling watermen were also in service on certain sections. Extra water taps were installed on passenger platforms and in the third class waiting halls at certain stations.

Rohilkund and Kumaon Railway.—(*a*) *Large stations.*—Sixteen water carts of improved pattern, were in use for the supply of water to passengers. Two double-stand pipes were provided at Gola Gokaran Nath for use during *melas*.

(*b*) *Small stations.*—In addition to cold drinking water placed in buckets for the use of passengers, one station was fitted with Gujranwala pumps and three more were in course of being so fitted.

(*c*) 42 permanent watermen were employed at 42 stations and 37 watermen temporarily during the hot weather. In addition, 11 bhisties were employed at important stations.

South Indian Railway.—(*a*) *Large stations.*—In addition to the provision of hydrants, water tubs and drums on platforms, water carriers were also detailed to supply water to passengers in trains.

(*b*) *Small stations.*—Hydrants were provided on the platforms at the more important stations. In addition, water was stored in drums which were kept in a cage or box. Additional hydrants and water tanks were provided at seven stations during the year.

(*c*) 165 permanent water carriers were employed at 106 stations.

(vii) *Restaurant or buffet car services.*

Assam Bengal Railway.—One restaurant car was in regular service on the Assam Mail trains between Hojai and Furkating.

Bengal Nagpur Railway.—Restaurant cars on the European style were run on the Up and Down Bombay and Madras Mail trains. On excursion specials, a kitchen car was provided.

Bombay, Baroda and Central India Railway.—Restaurant cars catering in European style were in service on the Frontier Mail trains between Bombay Central and Delhi and on 1 Up and 2 Down between Ahmedabad and Ajmer and 3 Up and 4 Down between Ahmedabad and Delhi.

Third class carriages catering for Hindus and Muslims were provided on 15 Down and 16 Up between Bombay Central and Viramgam and 19 Down and 20 Up between Bombay Central and Delhi.

Eastern Bengal Railway.—Restaurant cars catering in European style were run on the Assam Mail trains (3 Up and 4 Down) between Calcutta and Parbatipur.

East Indian Railway.—Restaurant cars catering in European style, were provided on 8 services :—

Nos. 1 Up and 2 Down—Calcutta-Delhi-Kalka Mails.

Nos. 3 Up and 4 Down—Bombay Mails.

Nos. 7 Up and 8 Down—Howrah-Delhi Expresses.

Nos. 5 Up and 6 Down—Calcutta-Punjab Mails.

Five restaurant cars for catering in Indian style, were being built.

Great Indian Peninsula Railway.—Restaurant cars catering in European style, were run on sixteen trains.

Restaurant cars catering in Indian style, were run on two trains.

Buffet cars were run on four trains.

Jodhpur Railway.—Restaurant cars catering in European style, were run on 3 Up and 4 Down between Marwar and Hyderabad (Sind).

Refreshment cars catering in Indian style were run on the following services :—

3 Up and 4 Down between Marwar and Hyderabad (Sind).

9 Up and 10 Down between Jodhpur and Hyderabad (Sind).

29 Up and 30 Down between Sujangarh and Degana.

Buffet cars providing light Indian refreshments were run on 73 Up and 74 Down trains between Jodhpur and Phalodi.

Madras and Southern Mahratta Railway.—Restaurant cars catering in European style were running on nine mail and express trains.

His Exalted Highness the Nizam's State Railway.—A buffet car for the supply of meals and other refreshments to Hindu and Mohammedan passengers, was run between Bezwada and Wadi by Nos. 1 Up and 2 Down passenger trains.

North Western Railway.—Restaurant cars catering in European style, were run on the following trains :—

7 Up and 8 Down between Lahore and Rohri.

9 Up and 10 Down between Rohri and Karachi.

3 Up and 4 Down between Lahore and Rawalpindi.

Dining and vending cars for Hindus and Mohammedans were run on the following trains :—

57 Up and 58 Down between Lahore and Delhi.

7 Up and 8 Down between Lahore and Rohri.

Three dining cars for catering in Indian style were constructed during the year to replace vending cars.

Rohilkund and Kumaon Railway.—Restaurant cars, catering in European style, were run on three trains.

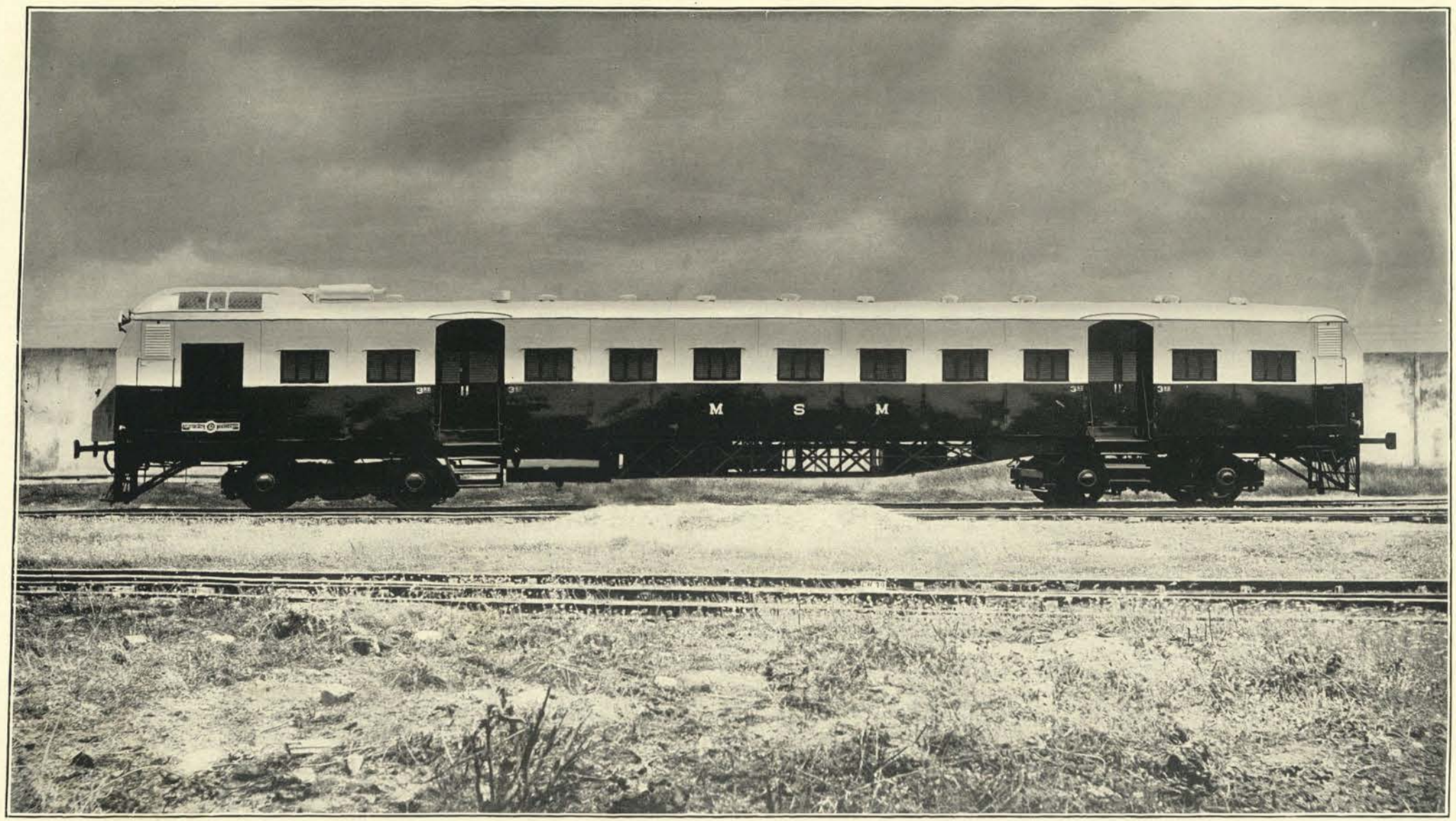
South Indian Railway.—Dining cars catering in European style were run on 1 Up and 2 Down (Indo-Ceylon Express trains) between Trichinopoly and Dhanushkodi and on the Up and Down Blue Mountain Express trains between Erode Junction and Mettupalaiyam during the hill season only. Buffet cars, providing light refreshments, were run on :—

Nos. 7 and 8—Dhanushkodi Fast Passengers.

Nos. 9 and 10—Trivandrum Fast Passengers.

Nos. 11 and 12—Shencottah Passengers.

MADRAS AND SOUTHERN MAHRATTA RAILWAY.



III Class Diesel Rail Car—Side view.

The following summarises the restaurant car services during 1934-35 :—

Railway.	Number of trains on which restaurant cars were run, catering in		Number of trains on which buffet cars were run.	Remarks.
	European Style.	Indian Style.		
Assam Bengal	2	..	..	
Bengal Nagpur	4	..	..	
Bombay, Baroda and Central India	6	4	..	
Eastern Bengal	2	..	..	
East Indian	8	..*	..	* 5 cars for catering in Indian style were being built.
Great Indian Peninsula . .	16	2	4	
Jodhpur	2	6†	2	† Refreshment cars.
Madras and Southern Mahratta .	9	..	..	
His Exalted Highness the Nizam's State.	..	..	2	
North Western	6	4	..	
Rohilkund and Kumaon . .	3	..	..	
South Indian	4	..	6	

(viii) *Improvements carried out in existing lower class carriages.*

The improvement in regard to the provision of amenities for the comfort and convenience of passengers in the existing lower class carriages has been maintained.

Electric lighting in lower class carriages on the Assam Bengal, Eastern Bengal, East Indian and Great Indian Peninsula Railways has been improved. 7 metre gauge bogie coaches on the Jodhpur Railway have been fitted with dynamo and cells. 7 broad gauge bogie coaches previously provided with oil lights on the South Indian Railway have been fitted with electric lights.

Seat backs in 59 metre gauge bogie third class coaches on the South Indian Railway have been raised to provide additional comfort. The seats in the new carriages on the Bengal Nagpur Railway are of an improved type and they are appreciated by the travelling public.

Hat pegs and hooks have been provided in lower class stock on the Assam Bengal and South Indian Railways.

61 glass frames and 107 louvre frames and windows have been provided in third class compartments of 13 coaches on the North Western Railway.

88 third class carriages with female compartments on the Assam Bengal Railway have been provided with communication windows in the partition between male and female compartments.

All Class I Railways have taken steps to provide means to readily identify at night compartments set apart for women.

(ix) *Improvements carried out in the latrines of third class carriages.*

This matter continues to engage the attention of all railways.

Electric lights have now been provided in third class latrines of all the seven main line mail rakes on the Burma Railways. Electric lights have also

been installed in the latrines of 196 carriages on the North Western Railway and 107 carriages on the Bengal and North-Western Railway. Arrangements for fitting electric lights in the latrines in other lower class carriages of the latter two railways are in hand. Electric lights in third class latrines on the Assam Bengal and Great Indian Peninsula Railways have been improved.

Arrangements are in hand to increase the size of latrines in lower class carriages which are below the standard size on the Bengal and North-Western, Eastern Bengal, Jodhpur, North Western and Rohilkund and Kumaon Railways.

Iron coat hooks and shelves for holding *lota* and soap have been provided in latrines of the new and rebuilt lower class carriages on the Assam Bengal Railway. Similar shelves have been provided in latrines of 214 existing lower class coaches on the North Western Railway, which are also being modified so as to prevent water finding its way into main compartments. On the Jodhpur Railway, 16 latrines in third class carriages have been provided with water tanks. Minor improvements such as coat hooks, electric light and frosted glass have also been introduced in third class latrines of this Railway. Automatic electrical equipments for improving the flushing arrangements of third class latrines fitted by the North Western Railway are under trial.

(x) *Arrangements to ensure cleanliness of latrines in passenger trains.*

Assam Bengal Railway.—Train examiners at terminals and intermediate train examining stations were required to give special attention to cleaning and disinfecting lavatories and latrines in all carriages. At terminal stations train examiners were made personally responsible for seeing that the roof tanks of carriages were clean and filled with water before each trip. District officers inspected all coaches at regular intervals. Overhead watering arrangements for carriages were provided at Badarpur, Lumding, Akhaura and Shaistaganj.

Bengal and North-Western Railway.—At all junctions, starting and terminal stations, overhead water tanks were cleaned and filled with fresh water. At these stations latrines were cleaned and disinfected whenever necessary.

Bengal Nagpur Railway.—Large stations—Khargpur, Chakardharpore, Raj Kharsawan, Jharsuguda, Bilaspur, Dongargarh and Khurda Road were provided with portable steel tanks containing disinfectants for use in intermediate and third class latrines, in running trains. All latrines were properly cleaned and disinfected unless, as was sometimes experienced, passengers objected to a sweeper entering the compartment. The importance of keeping latrines in running trains in a clean state was constantly impressed upon the staff concerned. To provide adequate facilities for filling lavatory tanks with clean water, overhead watering arrangements were available at important centres—Chakardharpore, Bilaspur, Dongargarh, Khurda Road and Adra and ground hydrants were provided at Kantabanji and Rayaghada. At stations not equipped with overhead watering arrangements, special wheeled tanks were used for filling lavatory tanks.

Bombay, Baroda and Central India Railway.—Tanks of carriages were filled at starting stations and replenished at large stations *en route* by special staff. Notices were also exhibited in the lavatories of third class carriages on the broad gauge advising the public to inform the guard or station staff, when the services of a sweeper were required. The names of stations, where sweepers were specially provided for the purpose, were also detailed in these notices. On the metre gauge, lavatories in carriages were cleaned *en route* by sweepers provided at certain stations.

Burma Railways.—Extra sweepers for cleaning latrines in third class carriages were posted at important stations, where through trains had a sufficiently long halt.

Eastern Bengal Railway.—In accordance with the general instructions issued, the staff of the carriage examining stations saw that roof tanks of carriages were filled at starting stations and *en route* where special facilities and time permitted. They also saw to the washing, cleaning and disinfecting of latrines in all carriages at starting stations. Sweepers were also kept in readiness to attend to latrines of carriages on arrival of trains.

East Indian Railway.—The tanks of carriages were filled at all starting stations and also *en route* when necessary. At terminal stations each rake was thoroughly cleaned and washed. At the larger stations *en route* staff were detailed for cleaning carriages and attending to latrines. All Head Train Examiners had instructions to inspect trains and see that the orders issued were complied with. Similarly, all Divisional Officers were required to inspect trains and report on the cleanliness of carriages and latrines. These reports were summarised and submitted monthly to the Chief Operating Superintendent, together with action taken to rectify defects brought to light.

Great Indian Peninsula Railway.—All latrines were flushed with water, then scrubbed down with soap and water, flushed again with water and finally disinfected at the starting stations. At intermediate stations sweepers were detailed to clean lavatories in each unoccupied compartment and those in the occupied compartments, with the permission of passengers.

Water tanks were provided to supply water for the tanks in third class lavatories both at starting stations and at stations *en route*.

Jodhpur Railway.—At terminal stations and at intermediate engine changing stations, staff were instructed to fill carriage tanks. At stations where trains stopped for a sufficiently long time, the staff attend to the latrines, if and when desired by passengers.

Madras and Southern Mahratta Railway.—The carriage tanks on all trains are filled with water and latrines cleaned at starting stations and at suitable stations *en route*. At all important stations, sweepers are detailed to attend to each train to clean latrines.

His Exalted Highness the Nizam's State Railway.—At all starting stations and at junctions, staff are instructed to fill up water tanks of all passenger carriages and to sweep and clean all latrines.

North Western Railway.—Instructions were issued to the staff to give particular attention to the cleanliness of lavatories in passenger carriages and to see that tanks in carriages were filled both at the starting station and at stations *en route*. Station Masters and Train Examiners are required to arrange for the cleaning of lavatories at stations *en route*.

Rohilkund and Kumaon Railway.—All tanks of passenger and mixed trains are filled at starting stations and at suitable intermediate stations. At all carriage examining stations sweepers are detailed to clean latrines.

South Indian Railway.—All carriage latrines are cleaned and disinfected at each train examining station. Train Examiners at stations are responsible for supervising this work and for seeing that water tanks are full. Rolling Stock Inspectors and Locomotive Inspectors were also specially instructed to watch this matter. District Officers carried out periodical inspections. Special instructions were issued for the tanks of all carriages to be filled as frequently as possible between 6 and 8 both in the morning and in the evening. In addition to paying individual attention to complaints brought to notice, Guards are also responsible for seeing that lavatories are properly cleaned and water tanks filled. Printed notices are exhibited in lavatories, requesting passengers to report deficiencies to the guard. Station Masters are also required to keep a sufficient number of buckets of water ready on the platform to fill carriage tanks on arrival should this be necessary. As an experimental measure, carriages of all trains passing through Trichinopoly Junction, are cleaned during their halt.

(xi) *Reserved lower class compartments for women. Arrangements made to distinguish women's compartments at night.*

On most principal railways intermediate and third class compartments reserved for women have either a glass panel bearing the figure of a woman, illuminated at night, or a plaque or board with a similar distinguishing figure, and in some cases with the addition of the words ' For women only ' in English and a vernacular. These boards are also usually illuminated at night.

On the Bengal and North-Western, Jodhpur and Rohilkund and Kumaon Railways compartments for women have the figure of a woman painted on the door or on a white enamel plate affixed to the door of the compartment reserved.

On the Bombay, Baroda and Central India and East Indian Railways compartments for women are generally in the rear of trains, near the guard's compartment, an arrangement which is generally familiar to passengers travelling on those lines.

(xii) *Overcrowding in third class carriages.*

All class I Railways took a census of the number of passengers in third class carriages at least once in the year—during the busiest period—and more often when circumstances required it, so as to make certain that the number of trains run and the stock in use was sufficient for public requirements. The results of these censuses were placed before Local Advisory Committees in practically all cases. That the stock provided was generally adequate appears to be clear from the figures obtained. Occasionally a train was found to contain more passengers than the seating accommodation available, but such instances were rare, and the excess was almost always due to a sudden rush which could not have been foreseen, *i.e.*, an abnormal number of marriage parties, etc. If the results of a census indicated the desirability of a further census, this was arranged so that the question of remedial measures could be considered.

CHAPTER VIII.

MISCELLANEOUS.

83. Accidents.—(*a*) The following table shows the number of railway servants and other persons killed and injured in accidents on Indian Railways, excluding casualties in railway workshops during the year 1934-35 as compared with the previous year :—

Cause.	KILLED.		INJURED.	
	1933-34.	1934-35.	1933-34.	1934-35.
A.—Passengers.				
In accidents to trains, rolling-stock, permanent-way, etc.	21	15	160	74
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	204	189	785	794
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	7	5	19	38
Total .	232	209	964	906
B.—Railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	9	10	123	107
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	177	183	1,975	2,269
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	33	24	6,357	6,071
Total .	219	217	8,455	8,447
C.—Other than passengers and railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	45	32	86	42
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,307	2,545	679	790
In accidents on railway premises in which the movements of trains, vehicles, etc., was not concerned.	23	28	798	67
Total .	2,375	2,605	1,563	899
GRAND TOTAL .	2,826	3,031	10,982	10,252

(*b*) Out of the total of 3,031 persons killed, 2,019 were trespassers; 460 were reported to be suicides and 57 were killed on railway premises otherwise than during the movement of trains, vehicles, etc. The increase in the number killed, as compared with the previous year, is principally under the heads " trespassers " (187) and " suicide " (67). The number of persons injured decreased by 730. The number of passengers killed, decreased by 23 and of passengers injured by 58 although there was an increase of 2·4 million passenger train miles in comparison with the previous year.

(*c*) The following statement shows the number of passengers killed and injured on all railways during each of the last 5 years :—

Year.	PASSENGERS.	
	Killed.	Injured.
1930-31	337	1,037
1931-32	255	912
1932-33	231	843
1933-34	232	964
1934-35	**209**	**906**

(*d*) On class I Railways the number of railway servants killed in accidents which occurred during the movement of trains and railway vehicles, exclusive of train accidents, increased by 3 and the number injured by 302.

The following table analyses the main causes of these accidents :—

Cause.	KILLED.		INJURED.	
	1933-34.	1934-35.	1933-34.	1934-35.
Misadventure or accidental . . .	122	124	1,771	2,022
Want of caution or misconduct on the part of the injured person.	47	45	140	182
Want of caution or breach of rules, etc., on the part of servants other than the person injured.	..	3	22	30
Defective apparatus or system of working, dangerous places, dangerous condition of work or want of rules or systems of working.	..	..	..	1
Total .	169	172	1,933	2,235

(*e*) The following statement analyses the accidents which occurred during the last two years, grouped under the principal causes. A statement showing

the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report :—

	1933-34.	1934-35.
1. Running over cattle	9,701	9,362
2. Derailments not involving passenger trains	3,174	3,217
3. Accidents due to failure of couplings and draw gear	1,917	2,029
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,401	1,406
5. Accidents due to failure of other rolling-stock	345	748
6. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	521	556
7. Broken rails	355	323
8. Derailment of passenger trains	234	274
9. Fires in trains or at stations or bridges	186	215
10. Running over obstructions on the lines other than those at level crossings	193	189
11. Collision involving goods trains or goods vehicles	148	133
12. Flooding of permanent-way	188	107
13. Attempted train wrecking	116	107
14. Trains running over obstructions or vehicles at level crossings	94	73
15. Passenger trains running in the wrong direction through points but not derailed	55	72
16. Land slips	74	52
17. Accidents due to failure of axles	44	51
18. Collisions involving passenger trains	65	47
19. Collisions between light engines	43	33
20. Accidents due to failure of tyres or wheels	12	33
21. Train wrecking	20	17
22. Accidents due to failure of brake apparatus	13	15
23. Failure of bridges or tunnels	6	5
24. Miscellaneous	326	315
Total	19,231	19,379

(*f*) The total number of accidents shows an increase of 148 as compared with the previous year: against this the increase in total train miles was 6·8 millions—

(i) " Running over cattle " still accounts for the largest number of accidents, *i.e.*, 48 per cent. of the whole. Next in order, are " derailments not involving passenger trains " (17 per cent.), " accidents due to failure of couplings and draw gear " (10 per cent.), " accidents due to failure of engines owing to faulty working of the running staff " (7 per cent.), " accidents due to failure of other rolling stock " (4 per cent.), " accidents due to failure of engines owing to faulty material, etc., in the mechanical department " (3 per cent.) and " broken rails " (2 per cent.).

(ii) In spite of an increase in the number of trains run there was a decrease in accidents under the heads " Trains running over obstructions or vehicles at level crossings " and " Collisions involving passenger trains ".

(iii) Accidents in railway workshops accounted for the death of 12 and injuries to 7,342 railway servants, or an increase of 4 in

the former and a decrease of 1,447 in the latter head as compared with the previous year.

84. Brief details are given below of the more serious accidents which occurred during the year.

On the 10th April, 1934, while No. 143 Up Parcels Express (Bengal and North-Western Railway) was shunting to a dead siding to detach two parcels vans it side-collided with the engine of No. 50 Down Mixed train (Rohilkund and Kumaon Railway) which was being received at the station. There were no casualties but the estimated cost of damage to the two engines and the permanent way approximated to Rs. 7,500.

On the 25th May, 1934, a motor lorry collided with the leading vehicle of No. 370 Up Goods train at a level crossing close by the catch siding points at the entrance to Bara Jamda station on the Bengal Nagpur Railway. One female cooly in the lorry and the lorry driver were killed.

On the 15th June, 1934, while an Up Light train was proceeding from Hatta Road to Balaghat on the Bengal Nagpur Railway, due to a violent storm, the complete train consisting of five bogies, with the exception of the engine, capsized at mile 641/10-11. Fourteen passengers were injured slightly and the Permanent Way Inspector, Balaghat, was seriously injured.

On the 16th August, 1934, a motor lorry, with a trailer, collided with No. 27 Up Goods train at a " C " class unmanned level crossing between Margherita and Powai on the Dibru Sadiya Railway, resulting in the death of three persons, including the driver of the lorry, and serious injury to another passenger on the lorry.

On the 20th September, 1934, No. 46 Up Passenger train derailed between Kesinga and Rupra Road stations on the Raipur-Vizianagram section of the Bengal Nagpur Railway, due to the bank having been washed away leaving the rails and sleepers unsupported; thirteen persons were killed.

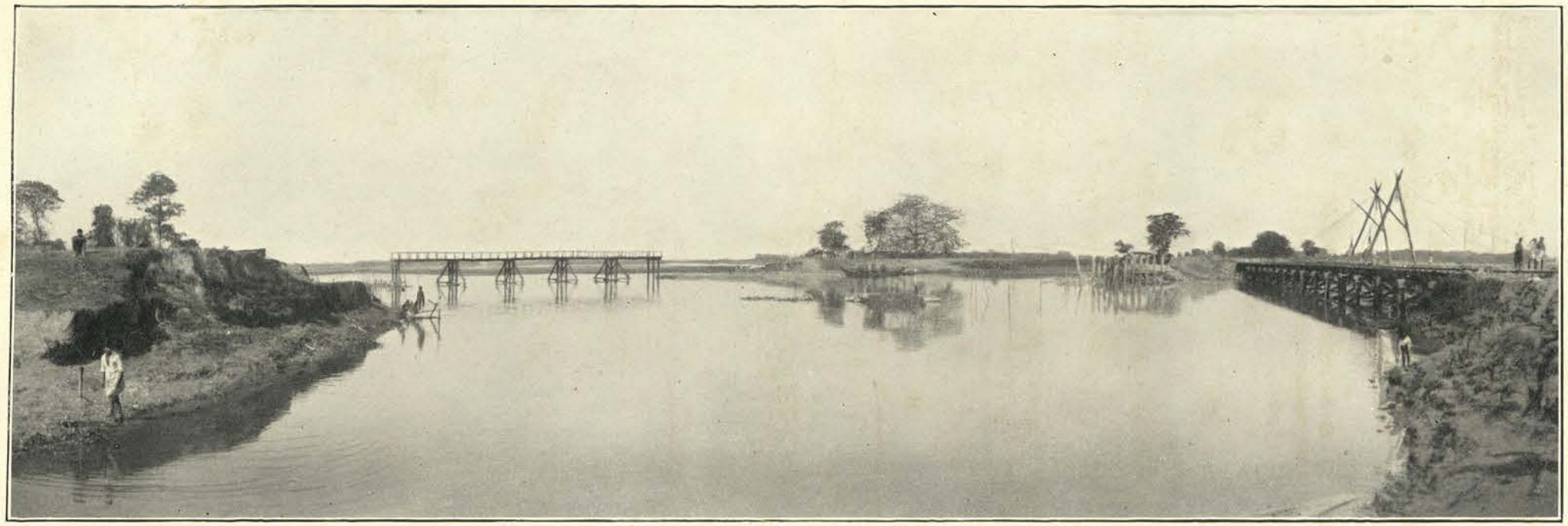
On the 8th October, 1934, the engine and tender of No. 29 Up Fast Passenger train derailed between Rao and Indore stations on the Bombay, Baroda and Central India Railway, due apparently to the removal of a rail by some unknown persons, resulting in slight injuries to nine persons and damage of approximately Rs. 24,000 to the permanent way and rolling-stock.

On the 10th October, 1934, a collision occurred between a goods train and a rake of tramway wagons on the Kymore siding of the Great Indian Peninsula Railway, causing damage to rolling stock approximating to Rs. 15,300.

On the 17th October, 1934, No. 26 Passenger train derailed between Puttur and Nagari stations on the north-west line of the Madras and Southern Mahratta Railway due to the unsupported and unpacked pots under the rail—the permanent way staff who were lowering a rail leaving insufficient support for the train to pass in safety. As a result of the accident four of the staff and a leper who was travelling without a ticket in an empty third class bogie received slight injuries.

On the 15th December, 1934, No. 3 Up Mail derailed at bridge No. 173 between Penwegon and Tawgywein on the Rangoon-Mandalay main line of the Burma Railways due to some unknown persons having removed both pairs of fishplates from the joints immediately preceding the bridge. One female third class passenger died of injuries, the driver and both firemen were seriously injured and twelve other passengers received injuries. The damage to engine and rolling-stock amounted to approximately Rs. 36,800.

On the 18th February, 1935, No. 55 Up Passenger train derailed near Vadali station on the Bombay, Baroda and Central India Railway, causing damage to permanent way and rolling stock amounting to Rs. 6,650. The three members of the engine crew were injured. The accident was ascribed to the excessive speed at which the train was travelling on a curve, combined with instability of the engine at speed.



Washout of Ranthali Bridge on Chaparmukh Silghat Railway.

85. Damage by earthquake, floods and cyclones.—The year under review on the whole, proved a more fortunate one than the preceding year, in that railways were not subjected to any cataclysms of the magnitude of the earthquake experienced in January, 1934. The monsoons, however, took their usual toll in the shape of breaches of the permanent way, destruction of bridges and other structures and interruptions to traffic. The more important of these are given below :—

Assam Bengal Railway.—Unusually heavy rains in the Khasi and Jaintia hills in the second half of June, caused the Kopili and other rivers to rise to an unprecedented height and caused extensive damage to the Gauhati and part of the Chaparmukh-Silghat branches, including the washing away of a $3 \times 60'$ bridge; as a result the branches remained closed to traffic for a period of between 2 to 3 months.

The line was also visited by 3 cyclones of some severity, which caused damage to quarters and signals at various places, and capsized 3 passenger coaches at Sylhet, fortunately of an empty rake.

Bengal and North-Western Railway.—Due to the simultaneous rise of the Sone, Gogra and Ganges rivers, severe floods occurred on the section Sonepore to Chupra between the 23rd and the end of August. The line between Goldinganj and Dighwara was breached by the flood at seven places, while that between Dighwara and Sonepore was cut and breached by villagers at eight places on the night of the 24th August, inspite of the efforts of the permanent way staff and of a small police patrol to prevent them.

Certain other sections of the line were also damaged during the same period and through communication was suspended over the various sections for periods ranging from ten days to about three months.

86. Publicity.—The Central Publicity Bureau at Delhi and its branches in London and New York continued their efforts to foster and develop tourist traffic. The Central Publicity Bureau also co-operates in the publicity work of individual railways. Some of the more important features of publicity work undertaken by railways are detailed in the following paragraphs :—

Bombay, Baroda and Central India Railway.—The experiment of catering for small parties of pilgrims and tourists at reduced rates was continued. Extensive propaganda was carried out by means of posters, leaflets and press advertisements. Several boards, with advertisements in Gujerati and Hindi painted thereon, were put up in conspicuous positions in Ahmedabad, Ajmer, Baroda and Bombay. Places worth visiting in Kashmir were advertised by means of leaflets, posters and in newspapers.

Publicity on a large scale was undertaken to advertise *melas* and fairs of All-India importance, such as the Rath Jatra Fair at Puri, Pushkar Fair at Ajmer, Magh Mela at Allahabad, etc.

In connection with pilgrim special trains a certain amount of propaganda was carried out. 30 special trains were run (14 originating on this railway and 16 on other railways), as against 17 run during the previous year.

Experience of the arrangements made for the excursion tour of the mill hands of the Delhi cloth mills in April, 1933, apparently led to a special train again being chartered in April, 1934, this time with a larger number of passengers, to visit Jaipur and Ajmer.

Eastern Bengal Railway.—Pictorial and letter-press posters were issued in connection with the different local *melas*, fairs, bazar specials, race meetings at Barrackpore and excavations at Paharpur.

Folders and handbills were also issued notifying the running of conducted excursions, the Pujah Bazar Special, the Barrackpore race meetings and the introduction of third class ordinary return tickets.

A wider scope for publicity was also sought by enlisting the co-operation of local bodies for the display of posters and leaflets.

Reciprocal arrangements for the exhibition of posters, pamphlets, etc., of the different railways both Indian and overseas, and other public bodies were continued. Towards the close of the year, the Posts and Telegraphs Department also joined in this arrangement.

Publicity was also given through lantern slides advertising conducted excursions, *melas*, races and the cheap mid-day fares and emphasizing the "Live in the suburbs" idea.

East Indian Railway.—Letter-press posters and coloured handbills.—These were issued in English and the vernaculars in connection with all important *melas*, fairs, concessions, special trains, hot weather resorts, facilities of train travel, introduction of third class daily return tickets at reduced fares over certain sections, reduction of freight charges on certain commodities, co-ordinated Rail-cum-Bus Service *viâ* Digha Ghat and Patna Junction and Fast Express Goods service.

Folders.—Cheap illustrated folders in English and the vernaculars were issued giving publicity to the introduction of the Fast Goods service, third class return tickets at reduced fares, Buddhist pilgrim traffic and the more important *melas*.

Road Competition.—The special measures taken to combat road motor competition, such as the introduction of short period daily return tickets at reduced fares, introduction of additional train services, improved train connections, etc., were widely advertised in areas where motor bus competition was felt, through the media of coloured composite handbills, folders and posters in vernacular.

Advertisements featuring the advantages of railway travel from the health point of view were also inserted in health journals.

Important Melas.—Publicity propaganda was systematically carried out in connection with 55 *melas*. The method adopted in connection with the Magh Mela at Allahabad from 14th January to 18th February, 1935, illustrates what is generally done. In collaboration with the Central Publicity Officer and other railways, a joint publicity campaign was undertaken. Illustrated folders in Hindi, Bengali, Urdu and composite handbills in Hindi, Bengali, Urdu, Gurmukhi and Gujerati were distributed through religious organisations, station masters, district boards, foreign railways, etc.

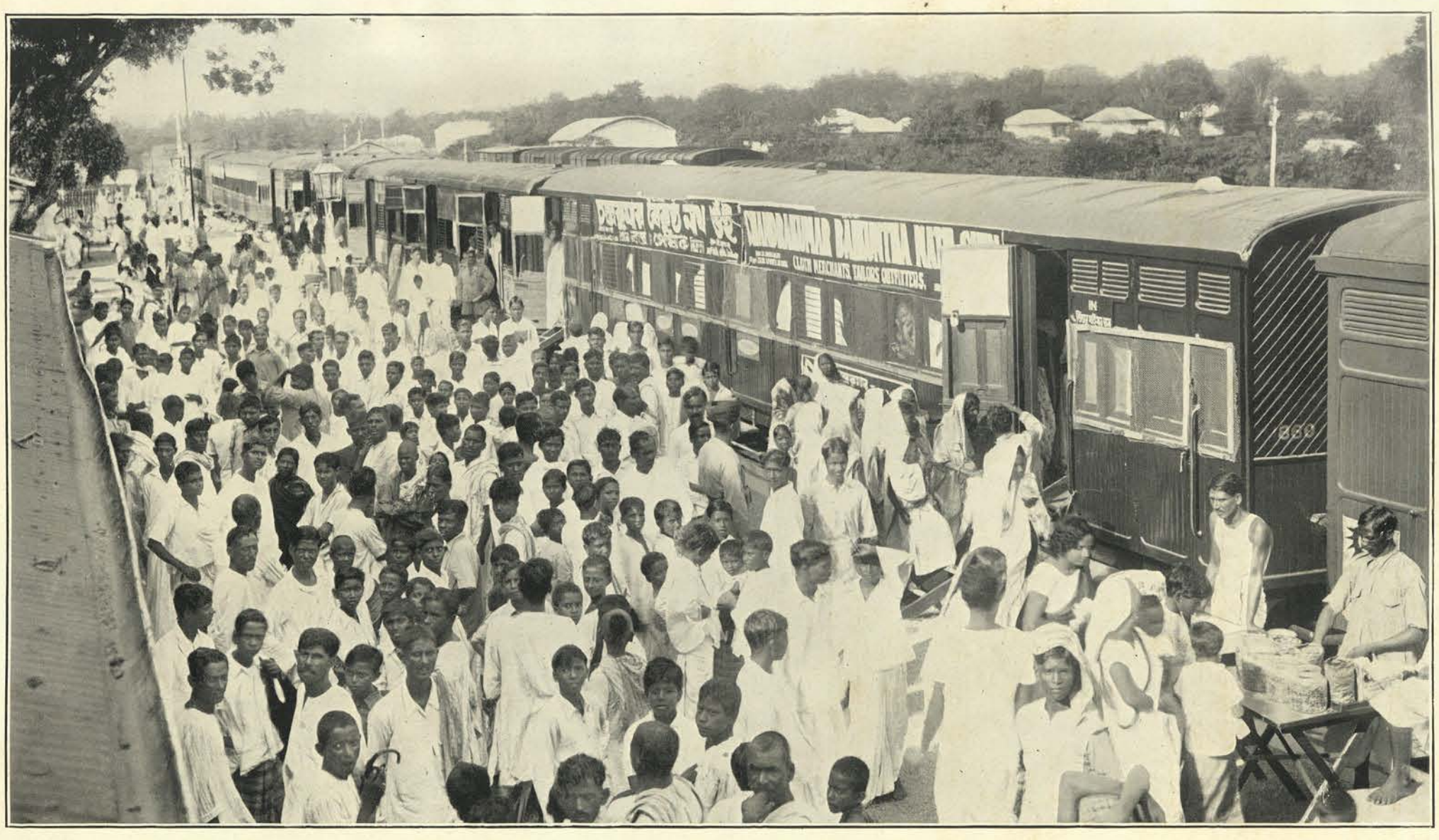
Letter-press posters in the various vernaculars featuring extended week-end return tickets available during the important bathing days were displayed at all important stations.

On the most important bathing day, *viz.*, 3rd February, 100,000 illustrated composite handbills in Hindi and Urdu featuring the facilities and merits of rail travel and third class fares from Allahabad and Prayag to important stations, were distributed to pilgrims returning from the *sangam*.

This occasion was further utilised to give publicity to other places of historical and religious interest served by the East Indian Railway by means of a procession of sandwichboard men wearing decorative caps and displaying pictorial posters. This procession was preceded by an elephant also displaying pictorial posters and drummers were engaged to draw the attention of pilgrims while handbills were distributed from the elephant throughout the *mela* area.

Great Indian Peninsula Railway.—Cheap Third Class Return Tickets between Agra and Delhi.—In order to stimulate local public interest in these cheap tickets, letter-press posters in Hindi and Urdu were displayed at stations between Agra and Delhi and 10,000 vernacular handbills were distributed through station masters.

Cheap Third Class Return Tickets between Bombay and Pandharpur.—To test the demand for such week-end tickets, a letter-press poster was liberally displayed at stations. This was supported by advertisements in vernacular newspapers published in Bombay and in the monthly time-tables. Slides were also shown at certain cinema houses in Bombay.



Pujah Bazar Special 1934.

Ashadi Fair at Pandharpur.—Concession tickets were advertised in Marathi newspapers circulating in Bombay, Poona and Nagpur areas. Pictorial Pandharpur posters were widely displayed in the Maharashtra areas and special letter-press posters drawing attention to the concession tickets were exhibited. An information bureau was opened in Pandharpur City to assist pilgrims.

Dussarah Fair at Datia.—As a large number of people from Jhansi City attend this one-day fair 10,000 handbills were printed and distributed, drawing attention to the reduced return tickets between Jhansi and Datia and to the special train which it was proposed to run for the convenience of visitors.

Bande Nawaz Fair at Gulburga.—In addition to the usual display of coloured posters at stations on the South-East line, a special campaign was undertaken in Bombay to induce Memons to visit the fair. Reduced third class return tickets were offered for individual passengers and efforts were made to organise large parties to travel by special trains.

Two railway representatives were deputed to carry out intensive personal canvassing near the principal mosques in Bombay and its suburbs. The results were disappointing.

Third Class Return Tickets.—200,000 vernacular handbills advertising third class return tickets in the following cases were produced for distribution:—

Dhulia-Shirud.	Katol-Nagpur.
Jalgaon-Paldhi.	Wardha-Paunar.
Nagpur-Amraoti.	Ellichpur-Akola.
Poona-Kedgaon.	Warora-Chanda.
Pulgaon-Arvi-Nagpur.	Ahmednagar-Vambhori.
Poona-Dhond.	New Delhi-Palwal.

New Diesel Rail Car Service.—The new Diesel Rail Car service on the Pulgaon-Arvi Railway was advertised by a wide distribution of leaflets and the issue of a special pocket time-table in colours, showing the revised services.

Information Bureau at Victoria Terminus.—The Bureau has continued to serve a wide public, both local and all-India. The total number of enquiries received and dealt with amounted to 42,000, giving an average of 140 per day, of which about 30 per cent. were dealt with by letter.

Madras and Southern Mahratta Railway.—The following details give some idea of the volume of publicity work done:—

	Copies.
Handbills distributed	544,600
Pamphlets distributed	85,000
Posters exhibited	12,150
Press notices	668
Cinema slides	83
Broadcasting announcements	91

The chief events on account of which publicity was undertaken were festivals at the principal pilgrim centres and also local festivals, races and other occasions such as tennis tournaments, etc. There are seven open air loud speaking distribution stations in Madras, where programmes are broadcast daily. The railway publicity matter for broadcasting is usually printed in advance and copies distributed shortly before announcements are made.

Publicity in respect of local festivals was effected by posters and distribution of handbills in towns. Local bands are also employed, and in the towns sandwichmen paraded with posters and distributed handbills. In one case a taxi plastered with posters was used over a distance of 184 miles in the interior. This proved very effective. Local shop-keepers were also asked to

act as agents for a small fee for distributing publicity matter in small towns and villages. An attempt was made to popularise the historical ruins of Vizianagar near Hospet station, by the distribution of a special pamphlet to schools, colleges, libraries and reading rooms, firms, clubs, military messes, etc. A "Travel Facility" pamphlet giving details of all concession fares was similarly distributed. The co-operation of the staff in the publicity campaign was encouraged and suggestions invited for improving existing and introducing new methods. Local talent is being encouraged to produce pictorial posters and a series advertising the attractions of Madras City likely to be of special appeal to mofussil residents was under consideration.

North Western Railway.—Publicity and salesmanship.—General.—A Sales Branch was inaugurated and new methods of advertising adopted.

Cinema car.—The working of the cinema car was re-introduced in a modified form by the conversion of an old 4-wheeler surgery-van as against a bogie coach which was formerly in use. The cinema equipment carried included a movable power unit on wheels which was utilized for giving shows in places away from the railway line where it was found necessary to advertise concessions.

South Indian Railway.—Stimulation of third class traffic.—Efforts continue to be made to advertise as widely as possible fairs and festivals so as to attract third class traffic—also the several facilities introduced during the year by way of reduced fares, improved train service and festival arrangements.

All important festivals and concessions were advertised on an extensive scale through illustrated posters and leaflets and through the press. Reduced fares quoted to meet road competition were specially advertised in towns and villages. Due to the great importance attached to the ' Ardhodayam ' festival which occurred on the 3rd February, 1935, an intense publicity campaign, which included the issue of litho posters, illustrated leaflets, handbills, etc., was arranged.

An illustrated folder containing useful information for tourists, and another regarding the newly opened Metur Dam were issued.

87. Anti-malarial measures.—During the year under review anti-malarial measures were continued on railways with good results both to the staff and the railway administrations.

Assam Bengal Railway.—There was a little change in the number of cases at Lumding during 1934-35 as compared with 1933-34. At Pahartali, however, the steps taken as reported last year to reduce the incidence of malaria there, have been successful and the improvement hoped for in this direction has been achieved.

Bengal Nagpur Railway.—This year malaria incidence was lower than normal. Anti-malarial works were carried out at various centres with great success. The standard was well maintained, there being about 26 per cent. less total incidence than in 1933 with an increased saving of some 1,900 men days.

Bombay, Baroda and Central India Railway.—Anti-malarial measures, such as filling up small pools, draining large ones, spraying cess pools, etc., were carried out nearly at all important stations particularly at Freelandgunj where 21 low-lying places were levelled up and 326 pits and trenches were filled up and 87 pools of water which were potential breeding places were obliterated. The anti-malarial gang was active throughout the year paying weekly visits to potential breeding places including staff quarters and workshops. At Ajmer the measures adopted last year were continued with considerable success.

Eastern Bengal Railway.—Anti-malarial activities described in the last year's report were continued with the result that stations under control have continued to maintain steady improvement in the reduction of malarial incidence. Of late, there has been an increasing demand on the railway by

various public bodies for the institution of anti-malarial measures in railway areas adjoining their own. In such cases where the public bodies have given practical proof of their intentions, the railway has also co-operated.

East Indian Railway.—About Rs. 8,300 were spent for anti-malarial operations in Lhaksar, Barwadih and Burdwan. The results of these measures were most satisfactory. In Burdwan, there has been a saving of approximately 50 per cent. working days that were hitherto lost on account of malaria. At Barwadih the number of cases of malaria has been reduced by 75 per cent. Lillooah and Belur were attacked in June 1934 by Anopheles Ludlowi but the timely warning of the Director, Public Health, Bengal, and prompt action taken by the railway authorities saved these places from the invasion of this dangerous mosquito. No Ludlowi has since been discovered at these places.

Madras and Southern Mahratta Railway.—Anti-malarial activities continued with the same vigour as heretofore but it was not possible to reduce the number of listed "unhealthy stations" although no new addition was made to the list.

Great Indian Peninsula Railway.—The percentage of malarial cases decreased from 8·84 per cent. to 7·87 per cent. The usual anti-malarial activities such as oiling of all drains, draining of pools of stagnant water, filling up of low lands were carried out on the line throughout the year.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies and ownership.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—
Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.
Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.
Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1935, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS.				
1. Assam Bengal	Assam Bengal Railway Company.	(a) Assam Bengal	3′ 3⅜″	State.
		(b) Chaparmukh Silghat	3′ 3⅜″	Branch line Company under guarantee terms.
		(c) Katakhal Lalabazar	3′ 3⅜″	Ditto.
		(d) Mymensingh Bhairab Bazar.	3′ 3⅜″	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Bengal and North-Western.	3′ 3⅜″	Company subsidized by the Government of India*.
		(b) Mashrak-Thawe	3′ 3⅜″	State.
		(c) Tirhoot	3′ 3⅜″	Do.
3. Bengal Nagpur	Bengal Nagpur Railway Company.	(a) Bengal Nagpur	5′ 6″	Do.
		(b) Anuppur-Manendragarh.	5′ 6″	Do.
		(c) Mayurbhanj	2′ 6″	Branch line Company under rebate terms.
		(d) Parlakimedi Light	2′ 6″	Private body.
		(e) Purulia-Ranchi	2′ 6″	State.
		(f) Raipur-Dhamtari	2′ 6″	Do.
		(g) Satpura	2′ 6″	Do.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5′ 6″	Do.
		(b) Nagda-Ujjain	5′ 6″	Indian State.
		(c) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	Ditto.
		(d) Petlad-Cambay (Tarapur-Cambay Section).	5′ 6″	Ditto.
		(e) Tapti-Valley	5′ 6″	Branch line Company under rebate terms.
		(f) Bombay, Baroda and Central India.	3′ 3⅜″	State.
		(g) Ahmedabad-Parantij	3′ 3⅜″	Branch line Company under rebate terms.
		(h) Dhrangadra	3′ 3⅜″	Indian State.
		(i) Jaipur State	3′ 3⅜″	Ditto.
		(j) Palanpur State.	3′ 3⅜″	Ditto.
		(k) Bombay, Baroda and Central India.	2′ 6″	State.
		(l) Champaner-Shivrajpur-Pani Light.	2′ 6″	Branch line Company under rebate terms.
		(m) Godhra-Lunavada	2′ 6″	Ditto.
		(n) Nadiad-Kapadvanj	2′ 6″	Ditto.
		(o) Piplod-Devgad-Baria	2′ 6″	Indian State.
		(p) Rajpipla State	2′ 6″	Ditto.
5. Burma	State	(a) Burma	3′ 3⅜″	State.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—*contd.*				
6. Eastern Bengal	State	(*a*) Eastern Bengal	5′ 6″	State.
		(*b*) Sara Sirajganj	5′ 6″	Branch line Company under rebate terms.
		(*c*) Eastern Bengal	3′ 3 3/8″	State.
		(*d*) Cooch Behar State	3′ 3 3/8″	Indian State.
		(*e*) Eastern Bengal	2′ 6″	State.
		(*f*) Khulna-Bagerhat	2′ 6″	Branch line Company under rebate terms.
7. East Indian	State	(*a*) East Indian	5′ 6″	State.
		(*b*) Hardwar-Dehra	5′ 6″	Branch line Company under guarantee terms.
		(*c*) South Bihar	5′ 6″	Branch line Company.
		(*d*) Cawnpore-Burhwal link.*	3′ 3 3/8″	State.
8. Great Indian Peninsula.	State	(*a*) Great Indian Peninsula.	5′ 6″	State.
		(*b*) Bhopal-Itarsi (Indian State Section).	5′ 6″	Indian State.
		(*c*) Bhopal-Ujjain	5′ 6″	Ditto.
		(*d*) Bina-Goona-Baran	5′ 6″	Ditto.
		(*e*) Dharwa-Pusad	2′ 6″	State.
		(*f*) Dhond-Baramati	2′ 6″	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal	2′ 6″	Ditto.
		(*h*) Pachora-Jamner	2′ 6″	Ditto.
		(*i*) Pulgaon-Arvi	2′ 6″	Ditto.
9. Jodhpur	Indian State	(*a*) Jodhpur	3′ 3 3/8″	Indian State.
		(*b*) Jodhpur-Hyderabad (British Section).	3′ 3 3/8″	State.
		(*c*) Mirpur Khas-Khadro	3′ 3 3/8″	Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	State.
		(*b*) Kolar Goldfields	5′ 6″	Indian State.
		(*c*) Tenali-Repalle	5′ 6″	District Board.
		(*d*) Madras and Southern Mahratta.	3′ 3 3/8″	State.
		(*e*) Alnavar-Dandeli (Provincial).	3′ 3 3/8″	Do.
		(*f*) Bangalore-Harihar	3′ 3 3/8″	Indian State.
		(*g*) Bezwada-Masulipatam.	3′ 3 3/8″	District Board.
		(*h*) Hindupur (Yesvantpur-Mysore Frontier).	3′ 3 3/8″	Indian State.
		(*i*) Kolhapur State	3′ 3 3/8″	Ditto.
		(*j*) Sangli State	3′ 3 3/8″	Ditto.
		(*k*) West of India Portuguese.	3′ 3 3/8″	Foreign Country.
11. Nizam's State	Nizam's State Railways.	(*a*) Nizam's State	5′ 6″	Indian State.
		(*b*) Bezwada Extension	5′ 6″	State.
		(*c*) Nizam's State	3′ 3 3/8″	Indian State.
		(*d*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3 3/8″	State.

* Under running power agreement the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—*concld.*				
12. North Western	State	(*a*) North Western	5′ 6″	State.
		(*b*) Amritsar Patti	5′ 6″	Branch line Company under rebate terms.
		(*c*) Bahawalnagar Baghdad.	5′ 6″	Indian State.
		(*d*) Hoshiarpur Doab (Jullundur Mukerian).	5′ 6″	Branch line Company under rebate terms
		(*e*) Hoshiarpur Doab (Phagwara-Rahon).	5′ 6″	Ditto.
		(*f*) Jammu and Kashmir (Indian State Section).	5′ 6″	Indian State.
		(*g*) Jind Panipat (Indian State Section).	5′ 6″	Ditto.
		(*h*) Khanpur-Chachran	5′ 6″	Ditto.
		(*i*) Ludhiana-Dhuri Jakhal	5′ 6″	Ditto.
		(*j*) Mandra-Bhaun	5′ 6″	Branch line Company under rebate terms.
		(*k*) Rajpura Bhatinda	5′ 6″	Indian State.
		(*l*) Sirhind Rupar	5′ 6″	Ditto.
		(*m*) Sialkot Narowal	5′ 6″	Branch line Company under rebate terms.
		(*n*) Jacobabad-Kashmor	2′ 6″	Ditto.
		(*o*) Kalka-Simla	2′ 6″	State.
		(*p*) Kangra-Valley	2′ 6″	Do.
		(*q*) Kohat-Thal	2′ 6″	Do.
		(*r*) Larkana-Jacobabad	2′ 6″	Branch line Company under rebate terms.
		(*s*) Trans-Indus (Kalabagh-Bannu).	2′ 6″	State.
		(*t*) Zhob Valley (Fort Sandeman khanai).	2′ 6″	Do.
13. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(*a*) Rohilkund and Kumaon.	3′ 3⅜″	Company subsidized by the Government of India.
		(*b*) Lucknow-Bareilly	3′ 3⅜″	State.
14. South Indian	South Indian Railway Company.	(*a*) South Indian	5′ 6″	Do.
		(*b*) Shoranur-Cochin	5′ 6″	Indian State.
		(*c*) South Indian	3′ 3⅜″	State.
		(*d*) Nilgiri	3′ 3⅜″	Do.
		(*e*) Peralam-Karaikkal	3′ 3⅜″	Foreign Country.
		(*f*) Podanur-Pollachi	3′ 3⅜″	District Board.
		(*g*) Pondicherry	3′ 3⅜″	Foreign Country.
		(*h*) Tinnevelly-Tiruchendur.	3′ 3⅜″	District Board.
		(*i*) Travancore (British Section).	3′ 3⅜″	State.
		(*j*) Travancore (Indian State Section).	3′ 3⅜″	Indian State.
		(*k*) Morappur-Hosur	2′ 6″	State.
		(*l*) Tirupattur-Krishnagiri.	2′ 6″	Do.
CLASS II.—RAILWAYS.				
1. Barsi Light	Barsi Light Railway Company.	Barsi Light	2′ 6″	Company subsidized by the Government of India.*
2. Bengal Dooars	Bengal Dooars Railway Company.	(*a*) Bengal Dooars	3′ 3⅜″	Company subsidized by District Board.
		(*b*) Bengal Dooars Extensions.	3′ 3⅜″	Company subsidized by the Government of India.*
3. Bhavnagar State	Indian State	Bhavnagar State	3′ 3⅜″	Indian State.
4. Bikaner State	Ditto	Bikaner State	3′ 3⅜″	Ditto.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS II.—RAILWAYS—*concld.*				
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	Company subsidized by Local Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	Branch line Company under rebate terms.
6. Dibru-Sadiya . .	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya . .	3′ 3⅜″	Company subsidized by Local Government.
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3⅜″	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . .	(*a*) Gaekwar's Mehsana. .	3′ 3⅜″	Indian State.
		(*b*) Khijadiya Dhari	3′ 3⅜″	Ditto.
		(*c*) Prachi Road Kodinar	3′ 3⅜″	Ditto.
		(*d*) Gaekwar's Baroda State.	2′ 6″	Ditto.
		(*e*) Bodeli Chhota Udaipur.	2′ 6″	Ditto.
8. Gondal . . .	Ditto . . .	(*a*) Gondal . . .	3′ 3⅜″	Ditto.
		(*b*) Jetalsar Rajkot .	3′ 3⅜″	Ditto.
9. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar . .	3′ 3⅜″	Indian State.
		(*b*) Jamnagar-Dwarka .	3′ 3⅜″	Branch line Company under guarantee and rebate terms.†
		(*c*) Okhamandal . .	3′ 3⅜″	Indian State.
10. Junagad State . .	Indian State . .	Junagad State . .	3′ 3⅜″	Ditto.
11. Morvi . . .	Ditto . . .	Morvi	3′ 3⅜″	Ditto.
12. Mysore . . .	Ditto . . .	(*a*) Mysore . . .	3′ 3⅜″	Ditto.
		(*b*) Bangalore-Chik Ballapur Light.	2′ 6″	Company guaranteed by Indian State.
		(*c*) Kolar District .	2′ 6″	Indian State.
		(*d*) Tarikere-Narasimharajapura Light.	2′ 0″	Ditto.
13. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	Company subsidized by the Government of India.*
CLASS III.—RAILWAYS.				
1. Ahmadpur-Katwa .	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa .	2′ 6″	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light .	2′ 6″	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damoodar River.	2′ 6″	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light .	2′ 6″	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(*a*) Bengal Provincial .	2′ 6″	Unassisted Company.
		(*b*) Dasghara Jamalpurgunj.	2′ 6″	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	Company subsidized by District Board.
7. Burdwan-Katwa .	Burdwan-Katwa Railway Company.	Burdwan-Katwa . .	2′ 6″	Branch line Company under guarantee terms.
8. Cutch State .	Indian State . .	Cutch State . . .	2′ 6″	Indian State.

† Financed on rebate terms given by the Jamnagar Durbar.
* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS III.—RAILWAYS—*concld.*				
9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2′ 6″	Company subsidized by the Government of India.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2′ 6″	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2′ 6″	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2′ 0″	Indian State.
13. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light .	2′ 0″	Company subsidized by District Board.
14. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	Ditto.
15. Jagadhri Light .	Jagadhri Light Railway Company.	Jagadhri Light . .	2′ 0″	Unassisted Company.
16. Jessore-Jhenidah .	Jhenidah Railway Syndicate.	Jessore-Jhenidah . .	2′ 6″	Ditto.
17. Jorhat (Provincial) .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2′ 0″	State.
18. Kalighat-Falta .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2′ 6″	Branch line Company under guarantee terms.
19. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2′ 0″	Unassisted Company.
20. Matheran Light .	Matheran Steam Tramway Company.	Matheran Light . .	2′ 0″	Company subsidized by the Government of India. *
21. Porbandar State .	Indian State . .	Porbandar State . .	3′ 3⅜″	Indian State.
22. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light .	2′ 6″	Company subsidized by District Board.
23. Trivellore Light .	T. Namberumal Chetty and Sons.	Trivellore Light . .	2′ 0″	Unassisted Company.
24. Udaipur-Chitorgarh .	Indian State . .	Udaipur-Chitorgarh .	3′ 3⅜″	Indian State.

* Receives land only from Government.

APPENDIX B.

Relations of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought up to date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, five [the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925), Great Indian Peninsula and Burma Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur and South India) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all Railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railways, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi, Umballa, Kalka and Southern Punjab Railways which are purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of train; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibilty with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railway was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioner remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at $3\frac{1}{2}$ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also $3\frac{1}{2}$ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property

of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam-Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was $3\frac{1}{2}$ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North-Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interest on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and

the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines Worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894). While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1937 or 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchased in 1937 or 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles,
Western	927 miles,
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.

(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.

(3) Two Under Secretaries.

(4) Two Assistant Secretaries.

(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a through practical knowledge of railway working, and should be a member of the Viceroy's Council for railway

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.

3 Assistant Secretaries; one each for Establishment, Construction and Traffic.

1 Registrar.

1 Director of Railway Construction.

1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

(1) The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.

(2) The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.

(3) The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The re-organisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The re-organisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 1 Member, 4 Directors, 5 Deputy Directors, 1 Secretary and 1 Assistant Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure. On the formation of the above office the post of Technical Officer with the Railway Board was abolished.

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

" This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stroes for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of Railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(i) That money had been raised which the Government of India was unable to furnish.

(ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount

that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are " successful ", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less " prosperous " Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter in the District or Local Boards Act of the province concerned. It is only in the

Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India ". Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation ". That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line ", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80-A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this Schedule."

construction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities; it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

I.—GAZETTED OFFICERS.

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1935 as compared with 31st March 1934.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	2	3	4	4	3	4	8	8	4	4	4	4	5	6	*6	6	5	5	6	9	1	1	3	3	1	2	*52	59
1·02. Indians—																												
(*a*) Hindus	..	..	2	2	..	..	1	1	..	..	2	2	2	1	..	..	..	..	..	..	..	..	3	3	..	..	10	9
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	2
(*c*) Anglo-Indians and domiciled Europeans.	..	..	1	1	..	..	..	..	..	..	1	..	1	3	..	..	1	..	..	..	..	..	1	1	..	..	5	5
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(*f*) Other classes	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	2	1
(*g*) Total	..	..	3	3	..	..	1	1	1	1	4	3	3	4	1	..	1	..	2	2	..	..	4	4	..	..	20	18
1·03. Grand total	2	3	7	7	3	4	9	9	5	5	8	7	8	10	*7	6	6	5	8	11	1	1	7	7	1	2	*72	77
2. *Accounts Department*—																												
2·01. Europeans	..	..	6	5	6	5	8	8	3	3	..	1	3	2	7	6	6	6	1	1	1	1	4	2	..	1	45	41
2·02. Indians—																												
(*a*) Hindus	..	..	4	4	2	2	2	2	..	..	6	5	5	6	*1	2	2	2	9	8	2	2	7	6	1	4	*41	43
(*b*) Muslims	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2	4	..	..	..	..	3	2	5	7
(*c*) Anglo-Indians and domiciled Europeans.	..	..	1	3	..	..	1	1	2	1	..	..	6	8	1	1	1	1	1	1	..	..	1	1	..	..	14	17
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2	3
(*e*) Indian Christians	..	..	..	..	..	..	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	2
(*f*) Other classes	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	2	2	2	..	..	..	..	..	..	..	..	4	5
(*g*) Total	..	..	6	8	2	2	5	5	2	1	7	7	11	14	*3	5	5	5	13	14	2	2	8	8	4	6	*68	77
2·03. Grand total	..	..	12	13	8	7	13	13	5	4	7	8	14	16	*10	11	11	11	14	15	3	3	12	10	4	7	*113	118
3. *Engineering Department*—																												
3·01. Europeans	13	9	46	44	20	20	35	33	28	26	19	18	45	48	45	44	28	24	47	47	3	3	27	24	8	8	364	348
3·02. Indians—																												
(*a*) Hindus	5	5	11	10	4	4	14	16	2	3	12	12	32	31	8	8	14	16	45	43	..	..	11	14	1	2	159	164
(*b*) Muslims	3	3	1	1	2	2	..	..	..	..	2	2	4	5	5	5	..	..	8	8	2	2	..	1	..	..	27	29
(*c*) Anglo-Indians and domiciled Europeans.	2	2	7	7	1	1	..	..	2	2	3	2	3	4	..	..	1	1	9	7	..	..	..	..	1	1	29	27
(*d*) Sikhs	1	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	4	4	..	..	..	..	..	..	6	6
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	6	..	2	2	2	..	..	1	1	..	..	7	11
(*f*) Other classes	..	..	1	1	..	..	1	2	..	1	..	..	2	2	3	3	..	1	..	..	..	..	..	..	1	..	8	10
(*g*) Total	11	11	20	19	7	7	15	18	4	6	18	17	41	42	20	22	15	20	68	64	2	2	12	16	3	3	236	247
3·03. Grand total	24	20	66	63	27	27	50	51	32	32	37	35	86	90	65	66	43	44	115	111	5	5	39	40	11	11	600	595

*Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1935 as compared with 31st March 1934*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
4. *Transportation*—																												
4·01. Europeans	8	8	25	24	12	12	26	25	17	17	14	15	41	36	*47	50	19	19	28	25	2	2	10	11	6	5	*255	249
4·02. Indians—																												
(*a*) Hindus	3	3	16	16	1	1	7	7	..	..	11	12	10	14	8	9	6	6	17	12	..	..	11	12	1	2	91	94
(*b*) Muslims	1	1	5	7	2	2	2	2	..	..	4	3	6	7	4	4	..	..	8	9	1	1	1	1	2	2	36	39
(*c*) Anglo-Indians and domiciled Europeans.	2	2	3	3	..	1	1	1	2	2	3	4	8	6	*4	4	3	3	3	3	..	..	5	5	2	2	*36	36
(*d*) Sikhs	..	..	1	1	..	..	1	1	..	..	..	..	1	1	..	..	2	2	3	4	..	..	..	..	..	..	8	9
(*e*) Indian Christians	..	..	1	1	..	..	2	2	..	..	..	..	1	1	..	..	1	1	1	1	..	..	..	..	..	..	6	6
(*f*) Other Classes	..	..	..	..	..	..	2	2	6	6	..	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	9	10
(*g*) Total	6	6	26	28	3	4	15	15	8	8	18	19	26	29	*16	18	13	13	32	29	1	1	17	18	5	6	*186	194
4·03. Grand Total	14	14	51	52	15	16	41	40	25	25	32	34	67	65	63	68	32	32	60	54	3	3	27	29	11	11	441	443
5. *Commercial*—																												
5·01. Europeans	1	1	Included under Transportation.		1	1	Included under Transportation.						7	7	11	12	Included under Transportation.						5	4	..	..	25	25
5·02. Indians—																												
(*a*) Hindus	..	..			..	..							3	3	9	10							5	6	..	..	17	19
(*b*) Muslims	..	..			..	..							..	..	..	1							..	..	..	..	..	1
(*c*) Anglo-Indians and domiciled Europeans.	..	..			1	1							4	4	2	2							..	..	..	..	7	7
(*d*) Sikhs	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*e*) Indian Christians	..	..			..	..							..	..	1	1							..	..	..	..	1	1
(*f*) Other Classes	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*g*) Total	..	..			1	1							7	7	12	14							5	6	..	..	25	28
5·03. Grand Total	1	1			2	2							14	14	23	26							10	10	..	..	50	53
6. *Mechanical Engineering*—																												
6·01. Europeans	7	7	24	23	13	14	28	27	21	20	16	15	38	35	19	22	22	21	45	44	2	2	16	16	4	3	255	249
6·02. Indians—																												
(*a*) Hindus	2	2	5	5	..	..	3	3	..	..	5	7	12	13	5	3	1	2	4	5	..	..	5	5	..	..	42	45
(*b*) Muslims	1	1	1	1	..	..	..	1	..	..	..	..	2	3	..	..	..	..	2	3	..	..	..	..	..	..	6	9
(*c*) Anglo-Indians and domiciled Europeans.	1	1	..	..	..	..	..	..	2	2	1	1	4	3	1	1	..	..	..	1	..	..	..	..	..	..	9	9
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	2	1	1	1	1	1	..	..	1	2	..	..	..	..	..	1	5	6
(*f*) Other Classes	..	..	1	1	..	..	..	..	..	..	1	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	3	3
(*g*) Total	4	4	7	7	..	..	3	4	2	2	9	9	19	20	7	6	2	3	8	12	..	..	5	5	..	1	66	73
6·03. Grand Total	11	11	31	30	13	14	31	31	23	22	25	24	57	55	26	28	24	24	53	56	2	2	21	21	4	4	321	322

*Revised figures.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
7. *Stores Department*—																												
7·01. Europeans	1	1	5	5	1	2	6	6	2	2	2	3	7	7	5	5	5	5	7	5	..	..	3	4	..	..	44	45
7·02. Indians—																												
(*a*) Hindus	..	..	1	1	..	..	2	2	1	..	2	2	2	3	..	..	2	2	3	4	..	..	1	1	..	..	14	15
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	1	..	..	..	..	..	..	2	3
(*c*) Anglo-Indians and domiciled Europeans.	..	..	2	2	..	..	..	..	1	1	2	2	3	2	..	1	..	..	..	..	..	..	2	2	..	..	10	10
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Other Classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*g*) Total	..	..	3	3	..	..	2	2	2	1	4	4	6	6	2	3	3	3	3	5	..	..	3	3	..	..	28	30
7·03. GRAND TOTAL	1	1	8	8	1	2	8	8	4	3	6	7	13	13	7	8	8	8	10	10	..	..	6	7	..	..	72	75
8. *Other Departments*—																												
8·01. Europeans	7	7	15	14	3	3	12	12	7	6	1	1	28	28	5	5	11	11	2	2	1	1	5	5	19	20	116	115
8·02. Indians—																												
(*a*) Hindus	5	5	3	3	..	..	3	3	..	..	4	5	12	12	4	4	2	2	2	2	..	..	2	3	7	9	44	48
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	1	2	..	..	..	..	1	1	5	6
(*c*) Anglo-Indians and domiciled Europeans.	2	2	..	1	..	..	..	..	1	1	1	..	5	7	1	1	..	..	1	1	..	..	..	..	3	2	14	15
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	1*	1	4*	4
(*f*) Other Classes	..	..	..	..	..	..	3	3	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	4*	4
(*g*) Total	7	7	3	4	..	..	7	7	1	1	5	5	20	22	7	7	4	4	5	6	..	..	2	3	12	13	73	79
8·03. GRAND TOTAL	14	14	18	18	3	3	19	19	8	7	6	6	48	50	12	12	15	15	7	8	1	1	7	8	31	33	189	194
9. *Total*—																												
9·01. Europeans	39	36	125	119	59	61	123	119	82	78	56	57	174	169	145	150	96	91	136	133	10	10	73	69	38	39	1,156	1,131
9·02. Indians—																												
(*a*) Hindus	15	15	42	41	7	7	32	34	3	3	42	45	78	83	35*	36	27	30	80	74	2	2	45	50	10	17	418*	437
(*b*) Muslims	5	5	7	9	4	4	3	5	..	..	6	6	14	17	11	12	..	..	22	28	3	3	1	2	6	5	82	96
(*c*) Anglo-Indians and domiciled Europeans.	7	7	14	17	2	3	2	2	10	9	11	9	34	37	9*	10	6	5	14	13	..	..	9	9	6	5	124*	126
(*d*) Sikhs	1	1	2	2	..	..	1	1	..	..	2	2	3	3	..	..	2	2	10	11	..	..	..	..	..	..	21	22
(*e*) Indian Christians	..	..	1	1	..	..	3	2	..	..	3	2	2	2	7	9	3	5	5	6	..	..	1	2	1*	2	26*	31
(*f*) Other Classes	..	..	2	2	..	..	7	8	7	8	1	..	2	2	6	8	5	6	..	..	..	..	..	..	1*	..	31*	34
(*g*) Total	28	28	68	72	13	14	48	52	20	20	65	64	133	144	68*	75	43	48	131	132	5	5	56	63	24	29	702*	746
9·03. GRAND TOTAL	67	64	193	191	72	75	171	171	102	98	121	121	307	313	213*	225	139	139	267	265	15	15	129	132	62	68	1,858*	1,877
9·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	67	64	193	191	72	75	171	171	103	100	126	124	311	318	218	226	139	139	272	270	15	15	129	132	62	68	1,878	1,893

* Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1935 as compared with 31st March 1934*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		TOTAL.	
	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
10. *Increase (+) and Decrease (—)*																												
10·01. Europeans	..	—3	..	—6	..	+2	..	—4	..	—4	..	+1	..	—5	..	+5	..	—5	..	—3	..	..	..	—4	..	+1	..	—25
10·02. Indians—																												
(*a*) Hindus	..	..	..	—1	..	..	..	+2	..	..	..	+3	..	+5	..	+1	..	+3	..	—6	..	..	..	+5	..	+7	..	+19
(*b*) Muslims	..	..	..	+2	..	..	..	+2	..	..	..	..	..	+3	..	+1	..	..	..	+6	..	..	..	+1	..	—1	..	+14
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	+3	..	+1	..	..	..	—1	..	—2	..	+3	..	+1	..	—1	..	—1	..	..	..	..	..	—1	..	+2
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	+1	..	..	..	..	..	..	..	+1
(*e*) Indian Christians	..	..	..	..	..	..	..	—1	..	..	..	—1	..	..	..	+2	..	+2	..	+1	..	..	..	+1	..	+1	..	+5
(*f*) Other Classes	..	..	..	..	..	..	..	+1	..	+1	..	—1	..	..	..	+2	..	+1	..	..	..	..	..	..	..	—1	..	+3
(*g*) Total	..	..	..	+4	..	+1	..	+4	..	..	..	—1	..	+11	..	+7	..	+5	..	+1	..	..	..	+7	..	+5	..	+44
10·03. GRAND TOTAL	..	—3	..	—2	..	+3	..	..	..	—4	..	..	..	+6	..	+12	..	..	..	—2	..	..	..	+3	..	+6	..	+19
11. *Percentage of Total*—																												
11·01. Europeans	58·2	56·3	64·8	62·3	81·9	81·3	71·9	69·6	80·4	79·6	46·3	47·1	56·7	54·0	68·1*	66·7	69·1	65·5	50·9	50·2	66·7	66·7	57·0	52·3	61·3	57·3	62·2	60·3
11·02. Indians—																												
(*a*) Hindus	22·4	23·4	21·8	21·5	9·7	9·3	18·7	19·9	2·9	3·1	34·7	37·2	25·4	26·5	16·4*	16·0	19·4	21·6	30·0	27·9	13·3	13·3	34·4	37·9	16·1	25·0	22·5	23·3
(*b*) Muslims	7·5	7·8	3·6	4·7	5·6	5·4	1·	2·9	..	..	4·9	5·0	4·6	5·4	5·2*	5·3	..	..	8·2	10·6	20·0	20·0	0·8	1·5	9·7	7·4	4·4	5·1
(*c*) Anglo-Indians and domiciled Europeans.	10·4	10·9	7·3	8·9	2·8	4·0	1·2	1·2	9·8	9·2	9·1	7·4	11·1	11·8	4·2*	4·4	4·3	3·6	5·2	4·9	..	..	7·0	6·8	9·7	7·3	6·7	6·7
(*d*) Sikhs	1·5	1·6	1·0	1·1	..	..	0·6	0·6	..	..	1·7	1·7	1·0	1·0	..	..	1·4	1·4	3·8	4·1	..	..	..	..	..	..	1·1	1·2
(*e*) Indian Christians	..	..	0·5	0·5	..	..	1·8	1·1	..	..	2·5	1·6	0·6	0·6	3·3	4·0	2·2	3·6	1·9	2·3	..	..	0·8	1·5	1·6*	3·0	1·4	1·6
(*f*) Other Classes	..	..	1·0	1·0	..	..	4·1	4·7	6·9	8·1	0·8	..	0·6	0·7	2·8	3·0	3·6	4·3	..	..	..	..	..	..	1·6*	..	1·7	1·8

* Revised figures.

II. - *Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1935 as compared with 31st March 1934.*

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	1	..	1	1	1	3	2	2	..	..	1	..	..	..	..	..	6	6
1·02. Indians—																										
(*a*) Hindus	1	1	5	6	1	1	9	10	5	4	10	11	8	11	4	3	3	3	5	6	1	1	3	3	55	60
(*b*) Muslims	..	..	..	..	..	..	4	4	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	5	6
(*c*) Anglo-Indians and domiciled Europeans	1	1	2	1	1	1	4	4	2	2	..	..	1	2	..	..	1	1	2	1	..	..	1	1	15	14
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1
(*e*) Indian Christians	..	..	..	..	..	..	2	2	1	1	..	..	..	..	3	3	..	..	1	2	..	..	..	..	7	8
(*f*) Other classes	..	..	..	..	..	..	4	3	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	6	5
(*g*) Total	2	2	7	7	2	2	23	23	10	9	10	11	9	13	8	7	4	4	8	11	1	1	4	4	88	94
1·03. Grand total	2	2	7	7	2	2	23	23	11	9	11	12	10	16	10	9	4	4	9	11	1	1	4	4	94	100
2. *Accounts Department*—																										
2·01. Europeans	..	..	..	2	.	..	3	3	..	..	2	1	9	7	4	5	..	..	1	..	..	..	..	..	19	18
2·02. Indians—																										
(*a*) Hindus	..	..	43	21	6	6	26	25	9	9	27	29	57	59	18	19	6	7	48	52	..	..	19	19	259	246
(*b*) Muslims	..	..	3	..	2	2	..	1	..	..	1	..	7	6	..	..	..	..	18	19	..	..	1	1	32	29
(*c*) Anglo-Indians and domiciled Europeans	..	..	40	20	6	6	12	13	8	7	3	3	10	10	10	10	11	11	2	2	..	..	3	3	105	85
(*d*) Sikhs	..	..	2	..	..	..	..	..	..	..	1	..	1	1	1	1	..	..	9	10	..	..	..	..	14	12
(*e*) Indian Christians	..	..	2	..	1	1	2	1	1	1	..	..	..	..	3	4	..	..	1	1	..	..	..	..	10	8
(*f*) Other classes	..	..	..	..	..	..	7	8	..	..	..	..	..	..	4	5	1	1	..	1	..	..	..	..	12	15
(*g*) Total	..	..	90	41	15	15	47	48	18	17	32	32	75	76	36	39	18	19	78	85	..	..	23	23	432	395
2·03. Grand total	..	..	90	43	15	15	50	51	18	17	34	33	84	83	40	44	18	19	79	85	..	..	23	23	451	413
3. *Engineering Department*—																										
3·01. Europeans	1	1	4	4	..	1	11	9	1	1	5	4	39	30	26	23	9	9	*29	18	1	1	3	3	*129	104
3·02. Indians—																										
(*a*) Hindus	11	11	58	55	5	5	66	66	24	23	30	36	106	105	58	54	19	21	*103	104	..	..	17	9	*497	489
(*b*) Muslims	3	3	5	5	5	3	15	16	2	2	2	1	9	6	16	15	..	..	*62	61	1	2	2	1	*122	115
(*c*) Anglo-Indians and domiciled Europeans	5	4	39	35	13	15	9	8	30	30	15	17	100	105	54	51	24	22	44	53	1	1	13	10	347	351
(*d*) Sikhs	2	2	3	2	1	1	2	1	4	3	1	1	4	9	6	7	..	..	*30	32	..	..	..	..	*53	58
(*e*) Indian Christians	..	..	3	3	..	..	7	8	3	3	1		1	2	13	11	1	1	..	..	..	..	3	3	32	32
(*f*) Other classes	..	..	..	..	..	..	23	22	3	3	..	..	..	..	14	13	2	1	3	2	..	..	..	..	45	41
(*g*) Total	21	20	108	100	24	24	122	121	66	64	49	56	220	227	161	151	46	45	*242	252	2	3	35	23	*1,096	1,086
3·03. Grand total	22	21	112	104	24	25	133	130	67	65	54	60	259	257	187	174	55	54	*271	270	3	4	38	26	*1,225	1,190

* Revised figures.

APPENDIX F—*contd.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1935 as compared with 31st March 1934*—contd.

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
4. *Transportation*—																										
4·01. Europeans	1	..	20	19	3	3	30	28	3	3	18	16	90	85	150	139	..	..	127	107	1	..	8	9	451	409
4·02. Indians—																										
(*a*) Hindus	7	6	40	66	4	5	109	106	*11	11	28	30	54	63	81	84	3	3	75	83	..	..	13	12	*425	469
(*b*) Muslims	..	..	6	10	1	1	6	6	2	1	1	1	7	8	13	13	..	..	24	33	..	..	1	1	61	74
(*c*) Anglo-Indians and domiciled Europeans	18	12	42	57	15	15	40	37	*67	69	54	49	167	186	429	424	30	30	63	66	5	6	23	19	*948	970
(*d*) Sikhs	..	..	1	6	..	..	..	..	..	..	2	2	1	2	1	..	..	..	*9	11	..	..	..	..	*14	21
(*e*) Indian Christians	..	..	3	3	..	..	18	17	..*	..	1	1	3	3	58	52	..	..	3	5	..	..	..	..	*86	81
(*f*) Other classes	1	1	..	..	..	..	38	40	*18	18	..	1	2	1	36	34	..	..	19	18	..	..	..	..	*114	113
(*g*) Total	21	19	92	142	20	21	211	206	*98	99	86	84	234	268	618	607	33	33	*193	216	5	6	37	32	*1,648	1,728
4·03. Grand Total	22	19	112	161	23	24	241	234	*101	102	104	100	324	348	768	746	33	33	*320	323	6	6	45	41	*2,099	2,137
5. *Commercial*—																										
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.						1	1	13	5	Included under Transportation.		5	5	Included under Transportation.		..	..	19	11
5·02. Indians—																										
(*a*) Hindus	3	3			..	..							24	15	27	28			13	16			4	7	71	69
(*b*) Muslims	..	..			1	1							4	1	4	3			5	3			..	..	14	8
(*c*) Anglo-Indians and domiciled Europeans	..	..			..	..							9	5	9	10			4	1			..	..	22	16
(*d*) Sikhs	..	..			..	..							..	..	..	..			6	5			..	..	6	5
(*e*) Indian Christians	..	..			..	..							..	..	9	10			..	..			..	..	9	10
(*f*) Other Classes	..	..			..	..							..	..	..	..			..	..			..	..	..	..
(*g*) Total	3	3			1	1							37	21	49	51			28	25			4	7	122	108
5·03. Grand Total	3	3			1	1							38	22	62	56			33	30			4	7	141	119
6. *Mechanical Engineering*—																										
6·01. Europeans	10	11	128	110	11	8	80	70	20	18	36	34	275	210	53	54	56	52	157	114	5	4	26	23	857	708
6·02. Indians—																										
(*a*) Hindus	2	3	12	16	..	..	48	52	11	11	27	29	118	127	24	25	4	5	66	66	1	..	29	33	342	367
(*b*) Muslims	1	1	4	4	..	..	8	7	1	1	3	3	14	18	2	2	..	..	59	61	..	..	1	1	93	98
(*c*) Anglo-Indians and domiciled Europeans	12	12	218	247	14	14	236	240	114	109	90	88	538	595	105	102	101	101	224	257	3	3	115	111	1,770	1,879
(*d*) Sikhs	..	..	7	5	..	..	2	2	4	4	..	..	9	7	2	2	..	1	31	35	..	..	..	..	55	56
(*e*) Indian Christians	1	..	2	3	..	..	7	7	2	2	1	1	2	2	13	11	1	...	14	19	..	..	5	5	48	50
(*f*) Other classes	2	2	3	5	..	..	37	37	11	11	3	2	2	4	8	9	3	2	9	7	..*	..	..	..	*78	79
(*g*) Total	18	18	246	280	14	14	338	345	143	138	124	123	683	753	154	151	109	109	403	445	*4	3	150	150	*2,386	2,529
6·03. Grand Total	28	29	374	390	25	22	418	415	163	156	160	157	958	963	207	205	165	161	560	559	*9	7	176	173	*3,243	3,237

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
7. *Stores Department*—																										
7·01. Europeans	..	..	..	..	..	..	2	2	..	..	..	..	3	4	3	3	1	1	*8	7	..	..	1	1	*18	18
7·02. Indians—																										
(*a*) Hindus	1	1	8	8	..	..	8	8	3	3	9	11	19	17	4	4	1	1	*19	19	..	..	2	2	*74	74
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	4	3	..	..	..	..	*8	9	..	..	..	..	*13	13
(*c*) Anglo-Indians and domiciled Europeans	1	1	11	11	1	..	..	..	..	..	4	2	25	24	2	..	3	3	7	9	..	..	1	1	55	51
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*5	4	..	..	..	..	*5	4
(*e*) Indian Christians	..	..	2	2	..	..	3	2	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	6	6
(*f*) Other classes	..	..	..	..	..	..	1	1	..	..	..	..	..	..	3	3	..	..	2	1	..	..	..	..	6	5
(*g*) Total	2	2	21	21	1	..	13	12	3	3	13	13	48	44	9	8	4	4	*42	43	..	..	3	3	*159	153
7·03. GRAND TOTAL	2	2	21	21	1	..	15	14	3	3	13	13	51	48	12	11	5	5	*50	50	..	..	4	4	*177	171
8. *Other Departments*—																										
8·01. Europeans	5	5	29	35	2	2	13	11	..	..	1	..	59	33	1	1	2	2	5	3	..	..	1	1	118	93
8·02. Indians—																										
(*a*) Hindus	9	9	35	37	4	4	34	34	*27	21	11	11	72	75	9	8	15	15	8	9	..	..	3	3	*227	226
(*b*) Muslims	..	..	1	1	..	..	1	1	4	3	2	2	8	7	..	..	..	..	5	6	..	..	1	1	22	21
(*c*) Anglo-Indians and domiciled Europeans	6	5	43	35	8	8	16	17	*4	3	3	3	71	86	5	5	14	14	6	7	1	1	3	3	*180	187
(*d*) Sikhs	..	..	3	4	..	..	..	..	5	4	..	..	2	1	..	..	..	..	2	2	..	..	..	..	12	11
(*e*) Indian Christians	..	..	..	..	..	..	3	3	*7	5	..	..	1	2	1	1	2	2	3	3	..	..	2	2	*19	18
(*f*) Other classes	..	..	3	3	..	..	9	9	*7	6	..	..	1	1	11	10	..	..	..	..	..	..	1	1	*32	30
(*g*) Total	15	14	85	80	12	12	63	64	*54	42	16	16	155	172	26	24	31	31	24	27	1	1	10	10	*492	493
8·03. GRAND TOTAL	20	19	114	115	14	14	76	75	*54	42	17	16	214	205	27	25	33	33	29	30	1	1	11	11	*610	586
9. *Railway Board and other Railway offices*—																										
9·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
9·02. Indians—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*134	143
(*a*) Hindus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*27	27
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*24	25
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12	13
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*5	5
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*2	1
(*f*) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*204	214
(*g*) Total																										
9·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*205	215

* Revised figures.

APPENDIX F—*concld.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1935 as compared with 31st March 1934*—concld.

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.	1934.	1935.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
10. *Total*—																										
10·01. Europeans	17	17	181	170	16	14	139	123	25	22	63	56	477	373	252	232	68	64	333	254	7	5	39	37	1,618	1,368
10·02. Indians—																										
(*a*) Hindus	34	34	201	209	20	21	300	301	90	82	142	157	458	472	225	225	51	55	337	355	2	1	90	88	*2,084	2,143
(*b*) Muslims	4	4	19	20	9	7	35	36	10	8	9	7	53	49	35	33	..	..	181	193	1	2	6	5	*389	391
(*c*) Anglo-Indians and domiciled Europeans	38	35	395	406	58	59	317	319	225	220	169	162	921	1,013	614	602	184	182	352	396	10	11	159	148	*3,466	3,578
(*d*) Sikhs	2	2	16	17	1	1	4	3	13	11	4	3	17	20	10	10	..	1	92	100	..	..	..	..	171	181
(*e*) Indian Christians	1	..	12	11	1	1	42	40	14	12	3	3	7	9	100	93	4	3	23	31	..	..	10	10	*222	218
(*f*) Other classes	3	3	6	8	..	..	119	120	40	39	3	3	5	6	77	75	6	4	33	29	..*	..	1	1	*295	289
(*g*) Total	82	78	649	671	89	89	817	819	392	372	330	335	1,461	1,569	1,061	1,038	245	245	1,018	1,104	*13	14	266	252	*6,627	6,800
10·03. GRAND TOTAL	99	95	830	841	105	103	956	942	417	394	393	391	1,938	1,942	1,313	1,270	313	309	1,351	1,358	*20	19	305	289	*8,245	8,168
11. *Increase + Decrease*—																										
11·01. Europeans	..	..	..	—11	..	—2	..	—16	..	—3	..	—7	..	—104	..	—20	..	—4	..	—79	..	—2	..	—2	..	—250
11·02. Indians—																										
(*a*) Hindus	..	..	..	+8	..	+1	..	+1	..	—8	..	+15	..	+14	..	..	..	+4	..	+18	..	—1	..	—2	..	+59
(*b*) Muslims	..	..	..	+1	..	—2	..	+1	..	—2	..	—2	..	—4	..	—2	..	..	..	+12	..	+1	..	—1	..	+2
(*c*) Anglo-Indians and domiciled Europeans	..	—3	..	+11	..	+1	..	+2	..	—5	..	—7	..	+92	..	—12	..	—2	..	+44	..	+1	..	—11	..	+112
(*d*) Sikhs	..	..	..	+1	..	..	..	—1	..	—2	..	—1	..	+3	..	..	..	+1	..	+8	..	..	..	..	..	+10
(*e*) Indian Christians	..	—1	..	—1	..	..	..	—2	..	—2	..	..	..	+2	..	—7	..	—1	..	+8	..	..	..	..	..	—4
(*f*) Other classes	..	..	..	+2	..	..	..	+1	..	—1	..	..	..	+1	..	—2	..	—2	..	—4	..	..	..	..	..	—6
(*g*) Total	..	—4	..	+22	..	..	..	+2	..	—20	..	+5	..	+108	..	—23	..	..	..	+86	..	+1	..	—14	..	+173
11·03. GRAND TOTAL	..	—4	..	+11	..	—2	..	—14	..	—23	..	—2	..	+4	..	—43	..	—4	..	+7	..	—1	..	—16	..	—77
12. *Percentage of total*—																										
12·01. Europeans	17·2	17·9	21·8	20·2	15·2	13·6	14·5	13·1	6·0	5·6	16·0	14·3	24·6	19·2	19·2	18·3	21·7	20·7	24·6	18·7	35·0	26·3	12·8	12·8	19·6	16·8
12·02. Indians—																										
(*a*) Hindus	34·4	35·8	24·2	24·9	19·0	20·4	31·4	32·0	21·5	20·8	36·1	40·2	23·6	24·3	17·1	17·7	16·3	17·8	24·9	26·1	10·0	5·3	29·6	30·4	25·3	26·2
(*b*) Muslims	4·1	4·2	2·3	2·4	8·6	6·8	3·7	3·8	2·4	2·0	2·3	1·8	2·7	2·5	2·7	2·6	..	..	13·4	14·2	5·0	10·5	1·7	1·7	4·7	4·8
(*c*) Anglo-Indians and domiciled Europeans	40·3	36·8	47·6	48·3	55·2	57·2	33·2	33·9	54·0	55·8	43·0	41·4	47·5	52·2	46·8	47·4	58·8	58·9	26·1	29·2	50·0	57·9	52·3	51·2	42·0	43·8
(*d*) Sikhs	2·0	2·1	1·9	2·0	1·0	1·0	0·4	0·3	3·1	2·8	1·0	0·8	0·9	1·0	0·8	0·8	..	0·3	6·8	7·4	..	..	..	..	2·1	2·2
(*e*) Indian Christians	1·0	..	1·5	1·3	1·0	1·0	4·4	4·2	3·4	3·1	0·8	0·7	0·4	0·5	7·6	7·3	1·3	1·0	1·7	2·3	..	..	3·3	3·5	2·7	2·7
(*f*) Other classes	1·0	3·2	0·7	0·9	..	..	12·4	12·7	9·6	9·9	0·8	0·8	0·3	0·3	5·8	5·9	1·9	1·3	2·4	2·1	..	..	0·3	0·4	3·6	3·5

* Revised figures.

APPENDIX G.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1934-35.

Departments.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FIELLD BY							
									INDIANS.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6 (a)	7 (a)	8	9	10	11	12	13	14	15	16
STATE-MANAGED RAILWAYS.															
1. Agency	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	43	2	14	..	59	46	13	8	1	1	..	..	1	2	5
4. Transportation (Traffic) and Commercial.	29	1	7	1	36	24	12	6	1	..	4	..	..	1	6
5. Transportation (Power) and Mechanical Engineering.	13	3	10	..	26	..	26	14	4	2	2	1	1	2	12
6. Stores Department	6	..	3	..	9	6	3	2	..	..	1	..	..	..	1
7. Other Departments	10	2	3	4	11	6	5	1	2	1	..	1	..	..	4
8. TOTAL—															
1934-35	103	9	37	5	144	85	59	31	8	4	7	2	2	5	28
1933-34	45	16	46	4	103	103	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	52·6	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	47·4	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.															
Assam Bengal Railway.															
1. Agency	1	..	1	..	2	1	1	1	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	1	..	2	2	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	2	..	2	1	1	..	1	..	..	..	..	..	1
8. TOTAL—															
1934-35	2	..	4	..	6	4	2	1	1	..	..	..	..	..	1
1933-34	3	1	5	..	9	2	7	3	2	2	..	..	..	..	4
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	42·9	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	57·1	..	..	..	..	..	..	..	..

(a) As a result of a number of posts being abolished during the years 1931-32 and 1932-33 there was an excess of officers in certain Departments and consequently some of the vacancies to be filled during the year were taken as set off against the excess, in respect of columns 6 and 7.

APPENDIX G—*contd.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1934-35—contd.

Departments.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies (actually filled.	FILLED BY							
									INDIANS.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Bengal and North-Western Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	1	..	..	1	..	1	1	..	..	..	..	..	..	..
4. Transportation and Commercial	1	..	..	..	1	..	1	1	..	..	..	..	..	..	..
5. Mechanical	..	..	2	..	2	..	2	2	..	..	..	..	..	..	..
6. Stores	..	..	1	..	1	..	1	1	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1934-35	1	1	3	..	5	..	5	5	..	..	..	..	..	..	..
1933-34	2	..	3	..	5	2	3	1	..	2	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.															
1. Agency	..	..	1	..	1	..	1	..	1	..	..	..	..	..	1
2. Accounts	2	..	1	..	3	1	2	..	..	..	2	..	..	..	2
3. Engineering	9	..	2	8	3	3	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	4	..	4	..	8	6	2	..	..	..	2	..	..	..	2
5. Mechanical	3	1	1	..	5	5	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	2	..	1	..	3	2	1	..	..	..	1	..	..	..	1
8. TOTAL—															
1934-35	20	1	10	8	23	17	6	..	1	2	3	..	..	..	6
1933-34	14	..	10	1	23	20	3	1	2	..	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.															
1. Agency	3	1	2	..	6	3	3	3	..	..	..	..	..	..	..
2. Accounts	..	1	1	..	2	1	1	..	..	1	..	..	..	..	1
3. Engineering	5	2	2	..	9	3	6	..	6	..	..	..	..	..	6
4. Transportation and Commercial	3	..	1	..	4	3	1	1	..	..	..	..	..	..	..
5. Mechanical	2	2	1	..	5	3	2	1	..	1	..	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1934-35	14	6	7	..	27	14	13	5	6	2	..	..	..	..	8
1933-34	15	..	4	2	17	14	3	1	2	..	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	38·5	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	61·5	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..

APPENDIX G—*concld.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1934-35—concld.

Departments.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY							
									INDIANS.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Madras and Southern Mahratta Railway.															
1. Agency	..	1	1	1	1	1	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	5	..	6	1	5	..	2	..	..	..	2	1	5
4. Transportation and Commercial	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	1	..	1	..	1	..	1	..	..	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1934-35	4	1	8	1	12	6	6	..	3	..	..	..	2	1	6
1933-34	5	1	11	8	9	4	5	2	2	..	—1	..	1	1	3
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	40·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	60·0	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	1	1	..	2	..	2	2	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1934-35	..	1	1	..	2	..	2	2	..	..	..	..	..	..	..
1933-34	..	1	..	..	1	..	1	1	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway.															
1. Agency	..	..	1	..	1	..	1	..	1	..	..	..	..	..	1
2. Accounts	..	..	2	..	2	1	1	..	..	..	..	..	1	..	1
3. Engineering	3	..	1	3	1	1	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	3	..	1	..	4	2	2	..	2	..	..	..	..	..	2
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	1	..	1	..	1	..	..	1	..	..	..	..	1
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1934-35	6	..	6	3	9	4	5	..	3	1	..	..	1	..	5
1933-34	10	3	3	5	11	6	5	2	2	..	1	..	..	..	3
9. Percentage of Europeans to number of vacancies filled—															
1934-35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	40·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1934-35	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
1933-34	..	..	..	..	..	..	60·0	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) and attached offices, on 31st March 1935.

The Hon'ble Sir JOSEPH BHORE, K.C.S.I., K.C.I.E., C.B.E., I.C.S., Member of Council of the Governor-General.

Railway Board.

The Hon'ble Sir Guthrie Russell, Kt.	Chief Commissioner of Railways.
Mr. P. R. Rau	Financial Commissioner of Railways.
Mr. A. E. Tylden Pattenson	Member.
Lt.-Col. H. L. Woodhouse, M.C., R.E.	Director of Civil Engineering (*Offg.*).
Mr. T. S. Sankara Aiyer, B.A., B.E.	Director of Finance.
Rai Bahadur Mathra Das	Director of Establishment.
Mr. F. D'Souza	Director of Traffic.
Mr. L. H. Kirkness, D.S.O., O.B.E., V.D.	Secretary (*on leave*).
Mr. B. Moody, V.D.	Secretary (*Offg.*).
Khan Bahadur Barkat Ali	Deputy Director, Finance.
Khan Sahib Z. H. Khan	Deputy Director, Establishment (*Offg.*).
Mr. T. G. Creighton	Deputy Director, Mechanical Engineering (*Offg.*).
Mr. H. M. Jagtiani	Deputy Director, Traffic (Commercial) (*Offg.*).
Mr. J. W. C. Holt	Deputy Director, Traffic (Transportation) (*Offg.*).
Mr. R. C. Paranjoti	Temporary Additional Deputy Director, Mechanical Engineering.
Mr. E. C. Rundlett	Assistant Secretary (*on leave*).
Mr. H. W. C. C. Smith	Assistant Secretary (*Offg.*).

Attached Officers.

Mr. C. W. Scott, O.B.E., D.F.C., B.Sc., I.F.S.	Timber Advisory Officer.
Mr. M. E. Bartley	Officer on Special Duty.

Attached Offices.

Mr. K. M. Hassan	Supervisor of Railway Labour.

Central Standards Office for Railways.

Mr. J. M. D. Wrench, C.I.E.	Chief Controller of Standardisation.
Mr. E. Ingoldby	Deputy Chief Controller of Standardisation.
Mr. L. H. Swain	Assistant Chief Controller of Standardisation.
Mr. T. T. Lambe	Chief Mechanical Draftsman.
Mr. J. V. Stuart Edwards	Chief Structural Draftsman.

Central Publicity Bureau.

Mr. G. T. Tait	Central Publicity Officer.
Mr. P. W. Sullivan	Assistant Publicity Officer.

Overseas Bureaux.

Mr. W. T. Biscoe	Resident Manager, Indian Railways Bureau, New York, U. S. A.
Mr. V. P. Bhandarkar	Manager, Indian Railways Bureau, London.

Office of the Controller of Railway Accounts.

Mr. V. S. Sundaram, B.A.	Controller of Railway Accounts.
Mr. Rang Bihari Lal, M.A.	Deputy Controller of Railway Accounts.
Mr. K. K. Sen, M.A.	Assistant Controller of Railway Accounts.
Mr. K. Ubaidullah, B.A.	Assistant Accounts Officer.

MGIPC—L—X-32(PD)—7-1-36—890.

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1934—35

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)

PUBLISHED BY THE MANAGER OF PUBLICATION, DELHI
PRINTED BY THE MANAGER, GOVERNMENT OF INDIA PRESS, SIMLA
1936

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(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

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CONTENTS.

SECTION A.—*Financial and Statistical Summaries.*

Financial Summaries—

PAGE.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts 2

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1934 and 1935 3

II-B.—Summary of Capital outlay to end of the years 1933-34 and 1934-35 of other than State-owned Railways . . . . . 4—5

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35 6

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35 7

V.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses of Railways by Classes for the years 1933-34 and 1934-35 7

VI.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1933-34 and 1934-35 . 8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on 31st March 1935 9

VIII.—Summary of Equipment showing actual stock running on 31st March 1935 . . . 10—11

IX.—Summary of Net Additions to or reduction of Equipment during the year 1934-35 . 10—11

X.—Summary of Passenger and Goods Revenue Statistics for the years 1932-33 and 1933-34 . 12—13

XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1933-34 and 1934-35 14

XII.—Summary of Train and Engine Mileage for the years 1932-33 and 1933-34 . . 15

XIII.—Summary of Selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1935 . . . . . 16—19

SECTION B.—*Financial and Statistical Statements.*

Financial Statements—

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1934-35 and of the percentage of those figures on the Capital at Charge, on 31st March 1935, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts . . . . . 22—23

2. (*a*)—Statement of Capital at Charge of State-owned Railways on the 31st March 1935 . 24—27

2. (*b*)—Statement of Capital Outlay to the end of the year 1934-35 of other than State-owned Railways . . . . . 28—39

3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1934-35 . . . . . 40—41

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1934-35 42

PAGE.

5. Statement of $\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses for the years 1933-34 and 1934-35 . . . . . 43—47

6.—Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35 . 48—51

7.—Details of Working Expenses of each Railway System for the years 1933-34 and 1934-35 . 52—61

Statistical Statements—

8.—Mileage Statement for the year 1934-35 . . . . . 62—77

9.—Description of Class I Railways worked during the year 1934-35 78

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935 . . . . . 79—88

11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1934-35 . . . . . 89—91

12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1933-34 and 1934-35 . . . . . 92—99

13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1933-34 and 1934-35 . . . . . 100—111

14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1933-34 and 1934-35 . . . . . 112—115

15.—Results of Working of Class I Railways for the years 1933-34 and 1934-35 . . . 116—117

16.—Statement of Ton Mileage of Class I Railways for the years 1933-34 and 1934-35 . . 118—119

17.—Statement of Train and Engine Mileage of Class I Railways for the years 1933-34 and 1934-35 . . . . . 120—125

18.—Statement of Engine Hours of Class I Railways for the years 1933-34 and 1934-35 . . 126—129

19.—Statement of Vehicle Miles of Class I Railways for the years 1933-34 and 1934-35 . 130—133

20.—Statement of Speed of Goods Trains of Class I Railways for the years 1933-34 and 1934-35 134

21.—Statement of Shunting and Light running of Class I Railways for the years 1933-34 and 1934-35 135

22.—Statement of Engine Usage of Class I Railways for the years 1933-34 and 1934-35 . . 136—139

23.—Statement of Loads of Trains of Class I Railways for the years 1932-33 and 1933-34 . . 140—141

24.—Statement of Vehicles and Wagons and their Usage on Class I Railways for the years 1933-34 and 1934-35 . . . . . 142—143

25.—Statement of Density of Traffic on Class I Railways for the years 1933-34 and 1934-35 . 144—145

26. (*a*)—Statement of Repairs of Rolling Stock of Class I Railways for the years 1933-34 and 1934-35 . . . . . 146—149

26 (*b*)—Statement of cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1934-35 . . . . . 150—151

27. (*a*)—Statement of Coal Consumed on Class I Railways for the years 1933-34 and 1934-35 152—157

27 (*b*)—Statement of Coal Consumption on Class I Railways for the years 1933-34 and 1934-35 158—159

28.—Statement of Efficiency of Class I Railways for the years 1933-34 and 1934-35 . . 160

29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1934-35 . . . . . 161—176

30.—Analysis of Operating Expenses of Class I Railways for the year 1934-35 . . . 177—205

PAGE.

31.—Statement of the Oil Consumption on Class I Railways during the years 1933-34 and 1934-35 . . . . . 206—207

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35. . . . . 208—211

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1933-34 and 1934-35 212

34.—Statement of Equipment showing the actual Stock running on Class II and III Railways on the 31st March 1935 . . . . . 213—214

35.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1934-35 215

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1933-34 and 1934-35 . . . . . 216—221

37.—Statistics of Engine miles and Coal Consumption of Class II and III Railways for the years 1933-34 and 1934-35 . . . . . 222—226

Appendices—

A.—Value of Stores purchased by Class I Railways during the year 1934-35 . . . 228—231

B.—Details of Working of Company or State Collieries for the years 1932-33 to 1934-35 . . 232—233

C.-I.—Statement of Number of Servants of all races employed on each Railway System (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1933-34 and 1934-35 . . . . . 234—235

C-II.—Statement of Number of Servants in subordinate services (excluding labourers and inferior servants) employed on class I Railways (except H. E. H. the Nizam's State Railways and Jodhpur Railway) and in the Railway Board and other Railway offices at the close of the years 1933-34 and 1934-35 236

D.—Statements of Accidents during 1934-35 . . . . . 237—269

E.—Rolling Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1935 . 270—271

F.—Statement showing the cost of the Police Force employed on Railways during 1934-35 . 272

INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

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[*For details, see Statement 1, pages 22-23.*]

FINANCIAL SUMMARIES.

***1.**—Summary of the Net Revenue Receipts of **State-owned** Railways for the years 1933-34 and 1934-35 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3.)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1933-34*	*5,01,61,83*	*14,13,37*	*2·82*	..	*20,44,64*	*20,44,64*	..	*6,31,27*	*—1·26*
	1934-35	5,00,74,66	15,73,71	3·14	..	19,95,09	19,95,09	..	4,21,38	—0·84
2. State Lines worked by Companies or by Indian States.	*1933-34*	*2,90,13,84*	*10,62,45*	*3·66*	*56,65*	*11,97,03*	*12,53,68*	..	*1,91,23*	*—0·66*
	1934-35	2,91,44,58	11,22,51	3·85	61,12	11,70,37	12,31,49	..	1,08,98	—0·37
3. Miscellaneous items	*1933-34*	*3,30,60*	..	..	..	*16,30*	*16,30*	..	*16,30*	*—4·93*
	1934-35	3,10,31	..	..	..	14,60	14,60	..	14,60	—4·70
4. Total Central	*1933-34*	*7,95,06,27*	*24,75,82*	*3·11*	*56,65*	*32,57,97*	*33,14,62*	..	*8,38,80* (a)	*—1·06*
	1934-35	7,95,29,55	26,96,22	3·39	61,12	31,80,06	32,41,18	..	5,44,96 (a)	—0·69
Provincial.										
5. Total Provincial	*1933-34*	*14,61*	..	..	..	*53*	*53*	..	*53*	*—3·63*
	1934-35	14,61	..	..	..	51	51	..	51	—3·55
6. Grand total	*1933-34*	*7,95,20,88*	*24,75,82*	*3·11*	*56,65*	*32,58,50*	*33,15,15*	..	*8,39,33*	*—1·06*
	1934-35	7,95,44,16	26,96,22	3·39	61,12	31,80,57	32,41,69	..	5,45,47	—0·69

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

(a) See also footnote * under Statement 1 on page 23.

[*For details, see Statement 2 (a), pages 24-27.*]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1934 and 1935.

(*In thousands of rupees.*)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1934.	31st March 1935.	*31st March 1934.*	31st March 1935.	*31st March 1934.* (Cols. 2+4.)	31st March 1935. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	..	..	..	..	..	..
(*b*) To end of the year .	*1,20,39,51*	1,20,39,51	*49,00,02*	49,00,02	*1,69,39,53*	1,69,39,53
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*1,10,86*	97,65	*66,53*	1,00,29	*1,77,39*	1,97,94
(*b*) Rolling-stock . .	*—2,01,51*	—1,07,45	*18,72*	38,70	*—1,82,79*	—68,75
(*c*) General charges . .	*5,46*	2,32	*2,51*	—17,80	*7,97*	—15,48
(*d*) Stores, etc., not finally charged off in the accounts.	*—1,42,79*	—79,70	*—65,23*	—8,88	*—2,08,02*	—88,58
(*e*) Total	*—2,27,98*	—87,18	*22,53*	1,12,31	*—2,05,45*	25,13
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works . . .	*2,61,40,98*	2,62,35,26	*1,62,52,14*	1,63,45,50	*4,23,93,12*	4,25,80,76
(*b*) Rolling-stock . .	*98,55,73*	97,48,28	*66,41,35*	66,80,05	*1,64,97,08*	1,64,28,33
(*c*) General charges . .	*14,43,57*	14,54,28	*12,00,43*	11,87,63	*26,49,00*	26,41,91
(*d*) Stores, etc., not finally charged off in the accounts.	*6,77,04*	5,97,33	*3,65,11*	3,56,30	*10,42,15*	9,53,63
(*e*) Total . . .	*3,81,22,32*	3,80,35,15	*2,44,59,03*	2,45,69,48	*6,25,81,35*	6,26,04,63
4. *Total Capital at Charge at the end of the financial year* [*Items 1 (b)* plus *3 (e)*].	*5,01,61,83*	5,00,74,66	*2,93,59,05*	2,94,69,50	*7,95,20,88*	7,95,44,16

II-B.—*Summary of Capital Outlay to the end of the years 1933-34*

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. Branch line Companies' Railways under Guarantee Terms—						
(*a*) Worked by the branch line company	*1933-34* .	*Nil*	*1*	*Nil*	*—11*	*—10*
	1934-35 .	—56	3	57	—29	—25
(*b*) Worked by the main line . .	*1933-34* .	*28*	*Nil*	*Nil*	*Nil*	*28*
	1934-35 .	1,14	*Nil*	*Nil*	*Nil*	1,14
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1933-34* .	*1,22*	*12*	*21*	*Nil*	*1,55*
	1934-35 .	3,02	71	—3	*Nil*	3,70
3. Branch line Companies' Railways under guarantee and rebate terms.	*1933-34* .	*5*	*Nil*	*Nil*	*Nil*	*5*
	1934-35 .	22	—8	*Nil*	*Nil*	14
4. Companies' lines subsidized by the Government of India.	*1933-34* .	*6,83*	*90*	*—3*	*—1,02*	*6,68*
	1934-35 .	—4,85	4,98	9,59	—72	9,00
5. Companies' lines subsidized by Local Governments.	*1933-34* .	*20*	*Nil*	*13*	*20*	*53*
	1934-35 .	50	*Nil*	*Nil*	3	53
6. Unassisted Companies' lines . . .	*1933-34* .	*Nil*	*8*	*Nil*	*4*	*4*
	1934-35 .	*Nil*	15	*Nil*	—1	14
7. District Board lines	*1933-34* .	*5*	*—1*	*Nil*	*Nil*	*4*
	1934-35 .	—66	—15	—5	*Nil*	—86
8. Companies' lines subsidized by District Boards.	*1933-34* .	*1,63*	*Nil*	*Nil*	*—43*	*1,20*
	1934-35 .	53	7	3	—8	55
9. Indian State lines worked by Indian States .	*1933-34* .	*1,55,45*	*38,10*	*11,28*	*—7,93*	*1,96,90*
	1934-35 .	79,73	28,98	3,52	—9,16	1,03,07
10. Indian State lines worked by the main line .	*1933-34* .	*14,91*	*19*	*1,73*	*—52*	*16,31*
	1934-35 .	1,21	—18,19	23	—17	—16,92
11. Companies' lines guaranteed by Indian States	*1933-34* .	*1*	*32*	*Nil*	*Nil*	*33*
	1934-35 .	*Nil*	2	*Nil*	*Nil*	2
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1933-34* .	*1,78*	*Nil*	*Nil*	*Nil*	*1,78*
	1934-35 .	4,75	*Nil*	*Nil*	*Nil*	4,75
13. TOTAL .	*1933-34*	*1,82,41*	*39,71*	*13,32*	*—9,85*	*2,25,59*
	1934-35 .	85,03	16,52	13,86	—10,40	1,05,01
14. Miscellaneous .	*1933-34* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1934-35 .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. GRAND TOTAL . .	*1933-34* .	*1,82,41*	*39,71*	*13,32*	*—9,85*	*2,25,59*
	1934-35 .	85,03	16,52	13,86	—10,40	1,05,01

[*For details, see Statement 2 (b), pages 28—39*].

and 1934-35 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
93,09	*21,29*	*8,75*	*1,82*	*1,24,95*	(*a*) Worked by the branch line company.
92,54	21,33	9,31	1,52	1,24,70	
80,86	*1,17*	*7,71*	*Nil*	*89,74*	(*b*) Worked by the main line.
82,00	1,17	7,71	*Nil*	90,88	
6,14,29	*56,23*	*80,58*	*Nil*	*7,51,10*	2. Branch line Companies' Railways under rebate terms worked by the main line.
6,18,34	56,92	79,52	*Nil*	7,54,78	
1,76,92	*3,04*	*9,56*	*2,00*	*1,91,52*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,77,14	2,96	9,56	2,00	1,91,66	
**12,48,79*	*3,97,91*	*1,11,00*	*13,70*	*17 71,40*	4. Companies' lines subsidized by the Government of India.
*12,42,18	4,02,89	1,22,35	12,98	17,80,40	
1,06,14	*72,38*	*21,08*	*4,07*	*2,03,67*	5. Companies' lines subsidized by Local Governments.
1,06,64	72,38	21,08	4,10	2,04,20	
33,33	*7,56*	*32*	*24*	*41,45*	6. Unassisted Companies' lines.
51,52	12,74	2,48	23	66,97	
71,56	*7,01*	*6,53*	*Nil*	*85,10*	7. District Board lines.
70,90	6,86	6,48	*Nil*	84,24	
1,04,16	*39,39*	*2,53*	*1,62*	*1,47,70*	8. Companies' lines subsidized by District Boards.
1,04,69	39,46	2,57	1,54	1,48,26	
28,03,80	*9,01,44*	*1,77,12*	*81,23*	*39,63,59*	9. Indian State lines worked by Indian States.
28,55,48	9,30,42	1,88,40	72,04	40,46,34	
10,83,71	*1,19,44*	*82,12*	*5,98*	*12,91,25*	10. Indian State lines worked by the main line.
10,64,87	96,22	80,18	5,81	12,47,08	
8,43	*5,92*	*1,76*	*Nil*	*16,11*	11. Companies lines guaranteed by Indian States.
8,43	5,94	1,76	*Nil*	16,13	
†*2,32,40*	*Nil*	*1,50*	*Nil*	*2,33,90*	12. Lines in Foreign territory worked by British Indian Railway Companies.
‡2,37,15	*Nil*	1,50	*Nil*	2,38,65	
66,57,48	*16,32,78*	*5,10,56*	*1,10,66*	*89,11,48*	13. Total.
67,11,88	16,49,29	5,32,90	1,00,22	89,94,29	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	*Nil*	64	*Nil*	8,87	
66,65,71	*16,32,78*	*5,11,20*	*1,10,66*	*89,20,35*	15. Grand Total.
67,20,11	16,49,29	5,33,54	1,00,22	90,03,16	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 2,20,90 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,25,65 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35.

Particulars.	Central.								Total Provincial.		Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.	1933-34.	1934-35.
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . £	*3,606,713*	3,606,880	*899,366*	899,366	..	..	*4,506,079*	4,506,246	..	..	*4,506,079*	4,506,246
2. Interest on capital contributed by companies:—												
(*a*) On share capital £	..	..	*420,000*	420,000	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(*b*) On debenture and debenture stock £	..	..	*542,517*	502,083	..	..	*542,517*	502,083	..	..	*542,517*	502,083
3. Total . £	..	..	*962,51*	922,083	..	..	*962,517*	922,083	..	..	*962,517*	922,083
4. Grand Total . £	*3,606,713*	3,606,880	*1,861,883*	1,821,449	..	..	*5,468,596*	5,428,329	..	..	*5,468,596*	5,428,329
5. Converted into rupees at average rate of exchange . . (In thousands of rupees)	*4,80,34*	4,79,50	*2,48,65*	2,43,27	(*a*)—*31*	(*a*)—73	*7,28,68*	7,22,04	..	..	*7,28,68*	7,22,04
6. Interest on capital out lay provided by Government . . (In thousands of rupees).	*15,64,26*	15,15,55	*9,40,88*	9,19,60	*16,61*	15,33	*25,21,75*	24,50,48	*53*	51	*25,22,28*	24,50,99
7. Interest on rupee debt (In thousands of rupees).	*4*	4	*7,50*	7,50	..	..	*7,54*	7,54	..	..	*7,54*	7,54
8. Grand Total . (In thousands of rupees).	*20,44,64*	19,95,09	*11,97,03*	11,70,37	*16,30*	14,60	*32,57,97*	31,80,06	*53*	51	*32,58,50*	**31,80,57**

(*a*) Represents exchange charges.

[*For details, see Statement No. 3, pages* 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1933-34 and 1934-35.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue receipts.			Working expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	*1933-34*	*55,19,69*	*—23,73*	*54,95,96*	*31,77,83*	*8,57,08*	*—5,63*	*40,29,28*	*53,31*	*14,13,37*	*57·57*
	1934-35	56,83,22	16,61	56,99,83	31,94,10	8,70,62	—8,55	40,56,17	69,95	15,73,71	56·20
State Railways worked by Companies or Indian States and Miscellaneous.	*1933-34*	*38,23,39*	*—24,90*	*37,98,49*	*20,47,88*	*4,99,40*	*—10,80*	*25,36,48*	*1,99,56*	*10,62,45*	*53·56*
	1934-35	39,46,79	—8,09	39,38,70	21,08,21	5,01,15	—21	26,09,15	2,07,04	11,22,51	53·42
Total . .	*1933-34*	*93,43,08*	*—48,63*	*92,94,45*	*52,25,71*	*13,56,48*	*—16,43*	*65,65,76*	*2,52,87*	*24,75,82*	*55·93*
	1934-35	96,30,01	8,52	96,38,53	53,02,31	13,71,77	—8,76	66,65,32	2,76,99	26,96,22	55·06

NOTE.—Figures for 1933-34 have been recast according to current procedure.

[*For details, see Statement 5, pages 43-47.*]

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$*, Revenue Earnings and Expenses of Railways for the years 1933-34 and 1934-35.*

[In thousands of rupees.]

Classification.	Year.	For the system *i.e.* both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col.5}\times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1933-34*	*8,46,80,84*	*96,35,48*	*64,31,16*	*32,04,32*	*66·74*	*3·78*
	1934-35	8,47,34,07	99,12,74	65,93,97	33,18,77	66·52	3·92
Class II Railways	*1933-34*	*26,80,46*	*3,16,42*	*1,99,20*	*1,17,22*	*62·95*	*4·37*
	1934-35	27,06,85	3,11,84	1,93,39	1,18,45	62·02	4·38
Class III Railways	*1933-34*	*5,50,58*	*47,59*	*36,21*	*11,38*	*76·09*	*2·04*
	1934-35	5,98,94	57,31	42,87	14,44	74·80	2·41
Other items not included in the preceding heads	*1933-34*	*5,29,35*	*—41,84*	*2,87,58*	*—3,29,42*	—	—
	1934-35	5,07,46	—82	2,30,58	—3,30,95	..	..
		By Ownership					
Total State Railways	*1933-34*	*7,89,91,53*	*88,71,95*	*60,34,51*	*28,37,44*	*68·02*	*3·59*
	1934-35	7,90,36,70	91,46,29	61,98,54	29,47,75	67·77	3·73
Other items not included in the preceding heads.	*1933-34*	*5,29,35*	*—41,84*	*2,87,58*	*—3,29,42*	..	..
	1934-35	5,07,46	—82	2,30,13	—2,30,95	..	..
Total other Railways	*1933-34*	*89,11,48*	*11,27,09*	*6,31,62*	*4,95,47*	*56·04*	*5·56*
	1934-35	89,94,29	11,35,18	6,31,23	5,03,95	55·61	5·60
Miscellaneous	*1933-34*	(*a*) *8,87*	*45*	*44*	*1*	..	..
	1934-35	(*a*) 8,87	42	46	—4	..	..
GRAND TOTAL .	*1933-34*	*8,84,41,23*	*99,57,65*	*69,54,15*	*30,03,50*	*69·84*	*3·40*
	1934-35	8,85,47,32	1,02,81,07	70,60,36	32,20,71	68·67	3·64

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) See details at the foot of Statement 2 (*b*) for the year concerned.

[*For details, see Statement 5, pages 43-47 and Statement 8, pages 62-77.*]

VI.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1933-34 and 1934-35.*

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses.§	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State	*1933-34*	*17,677·84*	*††4,99,64,47*	*54,05,78*	*39,63,07*	*14,42,71*	
	1934-35	17,685·24	4,98,78,90	55,62,40	40,01,31	15,61,09	
2. State lines worked by ‖companies	*1933-34*	*13,998·73*	*††2,90,27,06*	*34,66,17*	*20,71,44*	*13,94,73*	
	1934-35	13,982·88	2,91,57,80	35,83,89	21,97,23	13,86,66	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1933-34*	*177·93*	*1,24,95*	*7,26*	*6,31*	*95*	
	1934-35	177·93	1,24,70	6,61	5,93	68	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1933-34*	*114·65*	*89,74*	*10,17*	*5,13*	*5,04*	
	1934-35	114·65	90,88	9,99	5,04	4,95	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1933-34*	*1,126·73*	*7,51,10*	*84,10*	*45,28*	*38,82*	
	1934-35	1,131·59	7,54,78	80,51	44,09	36,42	
6. Branch line companies' railways under Guarantee and rebate terms.	*1933-34*	*166·60*	*1,91,52*	*11,90*	*6,47*	*5,43*	
	1934-35	166·60	1,91,66	11,63	6,00	5,63	
7. Companies' lines subsidized by the Government of India.	*1933-34*	*2,032·16*	*17,71,40*	*2,71,31*	*1,26,16*	*1,45,15*	
	1934-35	2,032·30	17,80,40	2,70,61	1,28,08	1,42,53	
8. Companies' lines subsidized by Local Governments.	*1933-34*	*137·09*	*2,03,67*	*32,03*	*20,32*	*11,71*	
	1934-35	137·09	2,04,20	32,65	20,92	11,73	
9. Unassisted companies' lines	*1933-34*	*107·95*	*41,45*	*3,17*	*2,64*	*53*	
	1934-35	164·25	66,97	3,88	3,32	56	
10. District Board lines	*1933-34*	*136·43*	*85,10*	*17,13*	*8,71*	*8,42*	
	1934-35	136·43	84,24	14,89	7,83	7,06	
11. Companies' lines subsidized by District Boards.	*1933-34*	*273·62*	*1,47,70*	*29,54*	*20,62*	*8,92*	
	1934-35	273·62	1,48,26	30,71	20,62	10,09	
12. Indian State lines worked by Indian States.	*1933-34*	*5,213·55*	*39,63,59*	*4,85,89*	*2,90,23*	*1,95,66*	
	1934-35	5,284·51	40,46,34	5,04,24	2,92,05	2,12,19	
13. Indian State lines worked by the main line.	*1933-34*	*1,658·77*	*12,91,25*	*1,40,80*	*80,18*	*60,62*	
	1934-35	1,602·25	12,47,08	1,40,67	80,81	59,86	
14. Companies' lines guaranteed by Indian States	*1933-34*	*38·63*	*16,11*	*1,17*	*89*	*28*	
	1934-35	38·63	16,13	1,11	1,00	11	
15. Lines in foreign territory worked by British Indian railway companies	*1933-34*	*73·54*	*2,33,90*	*32,62*	*18,68*	*13,94*	
	1934-35	73·54	2,38,65	27,68	15,54	12,14	
16. Miscellaneous	*1933-34*	*19·12*	*(a) 8,87*	*45*	*44*	*1*	
	1934-35	19·12	(a) 8,87	42	46	—4	
17. Other items not included in the preceding heads.	*1933-34*	..	*5,29,35*	*—41,84*	*2,87,58*	*—3,29,42*	
	1934-35	..	5,07,46	—82	2,30,13	—2,30,95	
18 Total	*1933-34*	*42,953·34*	*8,84,41,23*	*99,57,65*	*69,54,15*	*30,03,50*	
	1934-35	43,020·63	8,85,47,32	1,02,81,07	70,60,36	32,20,71	

(*a*) See details at the foot of Statement 2 (*b*) for the year concerned.

* In the case of State-owned Railways.

† In the case of other than State-owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

†† Revised figures.

[*For details, see Statement 8, pages 62—77*].

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1935.

Classification.	Route mileage open on the 31st March 1935.			Track mileage open on the 31st March 1935.			Route mileage opened during the financial year 1934-35.	Route mileage authorised but not open for traffic on 31st March 1935.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,781·70	3,417·75	21,199·45	24,872·95	7,447·56	32,320·51	0·30	*Nil*	*Nil*
3′ 3⅜″ gauge	14,606·98	267·53	14,874·51	15,157·59	3,241·53	18,399·12	*Nil*	5·40	79·99
2′ 6″ and 2′ 0″ gauges	2,220·47	*Nil*	2,220·47	2,220·47	250·33	2,470·80	*Nil*	*Nil*	*Nil*
Total	34,609·15	3,685·28	38,294·43	42,251·01	10,939·42	53,190·43	0·30	5·40	79·99
(*b*) Class II Railways—									
3′ 3⅜″ gauge	2,610·62	*Nil*	2,610·62	2,610·62	390·41	3,001·03	70·79	*Nil*	45·54
2′ 6″ and 2′ 0″ gauges	926·11	*Nil*	926·11	926·11	112·29	1,038·40	*Nil*	*Nil*	*Nil*
Total	3,536·73	*Nil*	3,536·73	3,536·73	502·70	4,039·43	70·79	*Nil*	45·54
(*c*) Class III Railways—									
3′ 3⅜″ gauge	173·68	*Nil*	173·68	173·68	26·76	200·44	*Nil*	*Nil*	13·11
2′ 6″ and 2′ 0″ gauges	1,015·79	*Nil*	1,015·79	1,017·20	102·26	1,119·46	*Nil*	0·68	*Nil*
Total	1,189·47	*Nil*	1,189·47	1,190·88	129·02	1,319·90	*Nil*	0·68	13·11
II. (*a*) Total State-owned Railways—									
5′ 6″ gauge	15,727·26	3,417·75	19,145·01	22,818·51	7,159·36	29,977·87	0·30	*Nil*	*Nil*
3′ 3⅜″ gauge	10,652·30	249·71	10,902·01	11,167·27	2,543·51	13,710·78	*Nil*	5·40	64·11
2′ 6″ and 2′ 0″ gauges	1,623·11	*Nil*	1,623·11	1,623·11	201·85	1,824·96	*Nil*	*Nil*	*Nil*
Total	28,002·67	3,667·46	31,670·13	35,608·89	9,904·72	45,513·61	0·30	5·40	64·11
(*b*) Total Other Railways—									
5′ 6″ gauge	2,054·44	*Nil*	2,054·44	2,054·44	288·20	2,342·64	*Nil*	*Nil*	*Nil*
3′ 3⅜″ gauge	6,738·98	17·82	6,756·80	6,774·62	1,115·19	7,889·81	70·79	*Nil*	74·53
2′ 6″ and 2′ 0″ gauges	2,539·26	*Nil*	2,539·26	2,540·67	263·03	2,803·70	*Nil*	0·68	*Nil*
Total	11,332·68	17·82	11,350·50	11,369·73	1,666·42	13,036·15	70·79	0·68	74·53
III. (*a*) Total State-managed Rlys.—									
5′ 6″ gauge	12,120·08	2,852·00	14,972·08	18,033·80	5,577·47	23,611·27	*Nil*	*Nil*	*Nil*
3′ 3⅜″ gauge	2,983·61	214·14	3,197·75	3,411·89	914·29	4,326·18	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	967·03	*Nil*	967·03	967·03	116·87	1,083·90	*Nil*	*Nil*	*Nil*
Total	16,070·72	3,066·14	19,136·86	22,412·72	6,608·63	29,021·35	*Nil*	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	5,661·62	565·75	6,227·37	6,839·15	1,870·09	8,709·24	0·30	*Nil*	*Nil*
3′ 3⅜″ gauge	14,407·67	53·39	14,461·06	14,530·00	2,744·41	17,274·41	70·79	5·40	138·64
2′ 6″ and 2′ 0″ gauges	3,195·34	*Nil*	3,195·34	3,196·75	348·01	3,544·76	*Nil*	0·68	*Nil*
Total	23,264·63	619·14	23,883·77	24,565·90	4,962·51	29,528·41	71·09	6·08	138·64
IV. Total by gauges—									
5′ 6″ gauge	17,781·70	3,417·75	21,199·45	24,872·95	7,447·56	32,320·51	0·30	*Nil*	*Nil*
3′ 3⅜″ gauge	17,391·28	267·53	17,658·81	17,941·89	3,658·70	21,600·59	70·79	5·40	138·64
2′ 6″ and 2′ 0″ gauges	4,162·37	*Nil*	4,162·37	4,163·78	464·88	4,628·66	*Nil*	0·68	*Nil*
Grand Total	39,335·35	3,685·28	43,020·63	46,978·62	11,571·14	58,549·76	71·09	6·08	138·64

Note.—Route mileage open on 31st March 1934	42,953·34
Add Route mileage opened during 1934-35	71·09
Total	43,024·43
Route mileage open on 31st March 1935 as shown in column 4 above	43,020·63
Difference (*vide* details below)	—3·80
Net decrease on account of realignments, remeasurements, etc.	—3·80

VIII.—Summary of Equipment showing

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages.
												Passenger carriages.					Other vehicles including brake vans.	
	Steam. No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.												*						
5′ 6″ gauge . .	‡5,515 (d)	69	§140,803,810	2,116,352	1	7	13	1,105	93	9,188	69	9,619 *	24,289	44,435	64,498	660,519	3,582	1,161
3′ 3⅜″ gauge . .	2,677	(a)6	40,242,945	(b)41,600	3	220	7	623	24	1,031	38	7,625	10,776	14,825	12,546	366,291	121	612
			Number.		Number.													
2′ 6″ and 2′ 0″ gauges			282		6		6	222	1	16	13	885	1,104	1,449	1,815	27,171	91	45
Class II Railways.																		
3′ 3⅜″ gauge . .			282		10		..	..	..	..	..	1,005	1,394	2,426	1,167	37,967	217	79
2′ 6″ and 2′ 0″ gauges			134		5		(c)7	..	..	..	..	608	344	828	84	16,190	41	19
Class III Railways.																		
3′ 3⅜″ gauge . .			21		..		..	..	..	..	.	66	36	111	78	2,817	19	4
2′ 6″ and 2′ 0″ gauges			145		17		1	..	..	..	..	579	564	446	1,444	14,173	75	13

IX.—Summary of net additions to or reductions

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.							Railway Service vehicles (including officers' carriages).
											Passenger carriages.					Other vehicles including brake vans.		
	Steam No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	—156	..	—2,454,868	..	..	..	—1	—50	..	..	*—210	—443	—957	—648	—14,184	—86	23
3′ 3⅜″ gauge . .	—38	..	—225,822	..	..	..	..	..	..	..	*—156	—128	—51	—232	—5,607	27	—5
			Number.		Number.												
2′ 6″ and 2′ 0″ gauges			—4		—1		..	30	1	16	—22	—25	—47	—69	—233	—7	—2
Class II Railways.																	
3′ 3⅜″ gauge . .			5		4		..	..	..	..	38	46	10	25	1,463	8	—1
2′ 6″ and 2′ 0″ gauges			2		..		..	..	..	..	—1	—134	—2	..	156	..	—1
Class III Railways.																	
3′ 3⅜″ gauge . .			3		..		..	..	..	..	2	—16	—22	—2	318	..	..
2′ 6″ and 2′ 0″ gauges			—4		—1		..	..	..	..	—17	—5	—5	60	—346	—5	—8
By gauges.																	
5′ 6″ gauge . .	—156	..	—2,454,868	..	..		—1	—50	..	..	—210	—443	—957	—648	—14,184	—86	23
			Number.														
3′ 3⅜″ gauge . .			—30		4		..	..	..	..	—116	—98	—63	—209	—3,826	35	—6
2′ 6″ and 2′ 0″ gauges			—6		—2		..	30	1	16	—40	—164	—54	—9	—423	—12	—11

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.

‡ Includes one Petrol Locomotive.

§ Includes 2,460 Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.

(b) For 4 Electric Locomotives only.

(c) Includes 4 Internal Combustion Coaches.

(d) Includes 1 Engine on hire with Gaekwar's Baroda State Railway.

actual stock runnmg on 31st March 1935. [*For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service. Covered wagons. No. (In units.)	Covered wagons. Total capacity in tons.	Open wagons, high sided. No. (In units.)	Open wagons, high sided. Total capacity in tons.	Open wagons, low sided. No. (In units.)	Open wagons, low sided. Total capacity in tons.	Special wagons including brake vans. No. (In units.)	Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks. No. (In units.)	Road Motors. No.	Classification.
20	21	22	23	24	25	26	27	28	29
									Class I Railways.
94,527	1,982,553	37,808	815,510	4,719	102,036	12,004	4,053	102	5′ 6″ gauge.
46,737	603,714	2,982	46,207	4,414	61,244	6,281	4,113	7	3′ 3⅜″ gauge.
			Number. 3,467				131	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			6,743				181	..	3′ 3⅜″ gauge
			2,463				50	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			407				12	..	3′ 3⅜″ gauge.
			1,449				41	..	2′ 6″ and 2′ 0″ gauges

in Equipment during the year 1934-35. [*For details, see Statement 11, pages 90—91 and Statement 35, page 215.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service. Covered wagons. No. (In units.)	Covered wagons. Total capacity in tons.	Open wagons. No. (In units.)	Open wagons. Total capacity in tons.	Special wagons including brake vans. No. (In units.)	Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks. No (In units.)	Road Motors No.	Classification.
19	20	21	22	23	24	25	26
							Class I Railways.
672	20,270	386	12,217	—246	14	—3	5′ 6″ gauge.
—348	—2,592	—563	—863	—63	62	—1	3′ 3⅜″ gauge.
		Number. —22			3	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		329			5	..	3′ 3⅜″ gauge.
		30			2	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		—13			..	..	3′ 3⅜″ gauge.
		9			5	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
672	20,270	386	12,217	—246	14	—3	5′ 6″ gauge.
		Total Number. —658			67	—1	3′ 3⅜″ gauge.
		17			10	..	2′ 6″ and 2′ 0″ gauges.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1933-34.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*477,4*	468,6	*23,0*	18,9	*9,5*	12,8
2nd class . . . . . „	*5,252,9*	5,059,2	*203,0*	200,5	*26,7*	26,7
Inter class . . . . . „	*10,635,6*	10,445,0	*160,4*	108,6	*112,7*	156,8
3rd class . . . . . „	*459,907,8*	469,646,1	*28,961,2*	27,049,0	*7,074,9*	9,551,4
Total (*a*) . „	*476,273,7*	485,618,9	*29,347,6*	27,377,0	*7,223,8*	9,747,7
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*79,543*	80,515	*973*	931	*213*	308
2nd class . . . . . „	*302,841*	302,313	*8,212*	8,364	*601*	620
Inter class . . . . . „	*501,418*	500,798	*4,392*	3,915	*1,787*	2,257
3rd class . . . . . „	*15,500,911*	16,103,509	*635,367*	616,012	*114,122*	145,067
Total . „	*16,384,713*	16,987,135	*648,944*	629,222	*116,723*	148,252
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*166·6*	171·7	*42·3*	49·3	*22·4*	24·1
2nd class . . . . . „	*57·7*	59·8	*40·5*	41·7	*22·5*	23·2
Inter class . . . . . „	*47·1*	47·9	*27·4*	36·0	*15·9*	14·4
3rd class . . . . . „	*33·7*	34·3	*21·9*	22·8	*16·1*	15·2
Total . „	*34·4*	35·0	*22·1*	23·0	*16·2*	15·2
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*74,75*	75,58	*1,07*	1,01	*25*	24
2nd class . . . . . „	*1,37,31*	1,36,68	*4,24*	4,15	*69*	65
Inter class . . . . . „	*1,09,69*	1,10,12	*1,31*	1,12	*54*	68
3rd class . . . . . „	*25,29,01*	25,53,59	*1,26,10*	1,20,39	*23,98*	30,76
Total . „	(*c*) *28,50,76*	28,75,97	*1,32,72*	1,26,67	*25,46*	32,33
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*18·0*	18·0	*21·1*	20·8	*22·5*	15·0
2nd class . . . . . „	*8·71*	8·68	*9·91*	9·53	*22·0*	20·1
Inter class . . . . . „	*4·20*	4·22	*5·73*	5·49	*5·80*	5·78
3rd class . . . . . „	*3·13*	3·04	*3·81*	3·75	*4·03*	4·07
Total . „	*3·34*	3·25	*3·93*	3·86	*4·19*	4·19
6. Tons of goods carried (in thousands) (*b*) .	*97,649*	107,347	*4,344*	4,581	*901*	1,017
7. Net ton-miles (in thousands) . . .	*18,459,656*	20,090,588	*221,726*	234,294	*25,435*	26,733
8. Average miles a ton of goods was carried .	*189*	187	*51·0*	51·1	*28·2*	26·3
9. Earnings from goods carried (in thousands of rupees).	*59,82,58*	62,54,81	*1,58,66*	1,60,57	*17,30*	19,16
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	*6·22*	5·98	*13·7*	13·2	*13·1*	13·8

(*a*)
(*b*) } See remarks on page 13.
(*c*)

[*For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.*]

Statistics for the years 1933-34 and 1934-35.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1933-34.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
345,9	339,6	*141,6*	142,0	*22,4*	18,7	*420,5*	405,9	1st class . . . No.
4,130,7	3,928,3	*1,252,8*	1,265,0	*99,1*	93,1	*5,050,3*	4,818,0	2nd class . . . ,,
9,239,7	9,045,0	*1,382,6*	1,400,9	*286,4*	264,5	*10,557,3*	10,315,9	Inter class. . . ,,
289,802,2	299,187,0	*183,979,9*	184,765,2	*22,161,8*	22,294,3	*473,585,0*	481,051,2	3rd class . . . ,,
303,518,5	312,499,9	*186,756,9*	187,573,1	*22,569,7*	22,670,6	*489,613,1*	496,591,0	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)— Miles.
66,203	67,194	*13,824*	13,958	*702*	602	*80,729*	81,754	1st class . .
237,063	236,875	*71,418*	71,488	*3,173*	2,934	*311,654*	311,297	2nd class . . . ,,
441,690	438,016	*60,226*	63,426	*5,681*	5,528	*507,597*	506,970	Inter class. . . ,,
10,495,259	11,003,854	*5,357,367*	5,463,791	*397,774*	396,943	*16,250,400*	16,864,588	3rd class . . . ,,
11,240,215	11,745,939	*5,502,835*	5,612,663	*407,330*	406,007	*17,150,380*	17,764,609	TOTAL .
								3. Average miles a passenger was carried—
91·4	197·6	*97·6*	98·3	*31·3*	32·2	*192·0*	201·4	1st class . . . Miles.
57·4	60·3	*57·0*	56·5	*32·0*	31·5	*61·7*	64 6	2nd class . . ,,
47·8	48·4	*43·6*	45·3	*19·8*	20·9	*48·1*	49·1	Inter class . . . ,,
36·2	36·8	*29·1*	29·6	*17·9*	17·8	*34·3*	35·1	3rd class . . . ,,
37·0	37·6	*29·5*	29·9	*18·0*	17·9	*35·0*	35·8	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
60,95	61,77	*14,12*	14,21	*1,00*	85	*76,07*	76,83	1st class . . . Rs.
1,04,59	1,05,06	*35,19*	34,21	*2,46*	2,21	*1,42,24*	1,41,48	2nd class . . . ,,
96,01	95,77	*13,84*	14,50	*1,69*	1,65	*1,11,54*	1,11,92	Inter class . . ,,
16,98,83	17,16,96	*8,95,60*	9,05,24	*84,66*	82,54	*26,79,09*	27,04,74	3rd class . . . ,,
19,60,38	19,79,56	*9,58,75*	9,68,16	*89,81*	87,25	(*c*) *30,08,94*	30,34,97	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·7	17·7	*19·6*	19·5	*27·4*	27·1	*18·1*	18·0	1st class . . . Pies.
8·47	8·52	*9·46*	9·19	*14·9*	14·5	*8·76*	8·73	2nd class. . . ,,
4·17	4·20	*4·41*	4·39	*5·71*	5·73	*4·22*	4·24	Inter class . . ,,
3·11	3·00	*3·21*	3·18	*4·09*	3·99	*3·17*	3·08	3rd class . . ,,
3·35	3·24	*3·35*	3·31	*4·23*	4·13	*3·37*	3·28	TOTAL . ,,
72,034	79,288	*27,578*	30,379	*3,282*	3,278	*76,513*	84,503	6. Tons of goods carried (in thousands) (*b*)
15,065,858	16,397,375	*3,506,604*	3,823,592	*134,355*	130,648	*18,706,817*	20,351,615	7. Net ton-miles (in thousands)
209	207	*127·2*	125·9	*40·9*	39·9	*244·5*	240·8	8. Average miles a ton of goods was carried.
44,76,46	46,86,19	*15,79,45*	16,48,41	*1,02,63*	99,94	*61,58,54*	64,34,54	9. Earnings from goods carried (in thousands of rupees).
5·70	5·49	*8·65*	8·28	*14·7*	14·7	*6·32*	6·07	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

(*c*) Excludes credit of Rs. 1,94,000 received from the E. I. Railway on account of passengers carried over the Delhi—Ghaziabad section for the period April 1925 to May 1931: this amount is included in statements 5 and 6.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, **by Classes and Gauges,** *for the years 1933-34 and 1934-35.*

Class or Gauge.	Year.	Net earnings.			Working expenses.*			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1933-34*	*32,04,32*	*1·95*	*8,232*	*64,31,16*	*3·90*	*316*	*96,35,48*	*5·85*	*24,736*	*475*
	1934-35	33,18,77	1·94	8,534	65,93,97	3·85	325	99,12,74	5·79	25,455	488
Class II Railways	*1933-34*	*1,17,22*	*‡1·64*	*3,313*	*1,99,20*	*‡2·79*	*108*	*3,16,42*	*‡4·43*	*8,941*	*171*
	1934-35	1,18,45	1·71	3,349	1,93,39	2·79	105	3,11,84	4·50	8,815	169
§Class III Railways	*1933-34*	*11,38*	*0·55*	*1,026*	*36,21*	*1·75*	*62*	*47,59*	*2·30*	*4,292*	*82*
	1934-35	14,44	0·58	1,208	42,87	1·71	69	57,31	2·29	4,795	92
					By gauges.						
5′ 6″ Gauge	*1933-34*	*22,56,50*	*2·09*	*10,480*	*47,99,31*	*4·43*	*427*	*70,55,81*	*6·52*	*32,742*	*628*
	1934-35	23,42,49	2·07	10,868	49,24,40	4·35	437	72,66,89	6·42	33,675	646
3′ 3⅜″ Gauge	*1933-34*	*10,62,75*	*1·87*	*5,869*	*16,70,58*	*2·93*	*176*	*27,33,33*	*4·79*	*15,064*	*289*
	1934-35	11,05,68	1·88	6,146	17,03,88	2·89	181	28,09,56	4·77	15,570	299
§2′ 6″ and 2′ 0″ Gauges.	*1933-34*	*13,67*	*0·18*	*353*	*1,96,68*	*‡2·51*	*94*	*2,10,35*	*‡2·69*	*5,268*	*101*
	1934-35	3,49	0·05	94	2,01,95	2·55	94	2,05,44	2·60	4,972	95
					Total all railways.						
†Total	*1933-34*	*33,32,92*	*1·99*	*7,647*	*66,66,57*	*3·97*	*293*	*99,99,49*	*‡5·96*	*22,927*	*440*
	1934-35	34,51,66	1·98	7,911	68,30,23	3·91	300	1,02,81,89	5·89	23,535	452

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

‡ Revised Figures.

§ Does not include Jessore-Jhenidah Railway (2′ 6″ gauge), figures for which are not available.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 222—226.*]

XII.—Summary of Train and Engine Mileage for the years 1933-34 and 1934-35. (*In thousands of miles.*)

Particulars.	Year.	Train Miles.				Shunting and other Engine Miles.			Total engine miles.
		‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	(Cols. 6+9).
1	2	3	4	5	6	7	8	9	10
					By classes of railways.				
Class I Railways — Steam	*1933-34*	*77,612*	*46,029*	*27,378*	*155,607*	*25,001*	*12,596*	*37,597*	*193,204*
	1934-35	79,258	49,416	28,133	162,182	25,951	13,294	39,245	201,427
Class I Railways — †Electric	*1933-34*	*1,602*	*573*	*Nil*	*2,244*	*131*	*331*	*462*	*2,706*
	1934-35	1,561	559	Nil	2,171	155	317	472	2,643
Class II Railways — Steam	*1933-34*	*§1,900*	*767*	*4,369*	*§7,134*	*1,244*	*132*	*1,376*	*§8,510*
	1934-35	1,582	846	4,394	6,928	1,290	145	1,435	8,363
Class III Railways‖ — Steam	*1933-34*	*446*	*159*	*1,441*	*2,070*	*207*	*252*	*459*	*2,529*
	1934-35	581	265	1,634	2,507	238	268	506	3,013
					By gauges.				
5′ 6″ gauge — Steam	*1933-34*	*54,613*	*33,490*	*9,902*	*100,761*	*16,710*	*9,427*	*26,137*	*126,898*
	1934-35	55,973	35,867	10,549	105,654	17,309	9,914	27,223	132,877
5′ 6″ gauge — †Electric	*1933-34*	*1,602*	*573*	*Nil*	*2,244*	*131*	*331*	*462*	*2,706*
	1934-35	1,561	559	Nil	2,171	155	317	472	2,643
3′ 3⅜″ gauge — Steam	*1933-34*	*§23,527*	*12,368*	*18,532*	*§56,229*	*8,698*	*3,110*	*11,808*	*§68,037*
	1934-35	23,783	13,465	18,735	58,074	9,128	3,343	12,471	70,545
2′ 6″ and 2′ 0″ gauges‖ — Steam	*1933-34*	*§1,818*	*1,097*	*4,754*	*§7,821*	*1,044*	*443*	*1,487*	*§9,308*
	1934-35	1,665	1,195	4,877	7,889	1,042	450	1,492	9,381
					Total all railways				
Total — Steam	*1933-34*	*§79,958*	*46,955*	*33,188*	*§164,811*	*26,452*	*12,980*	*39,432*	*§204,243*
	1934-35	81,421	50,527	34,161	171,617	27,479	13,707	41,186	212,803
Total — †Electric	*1933-34*	*1,602*	*573*	*Nil*	*2,244*	*131*	*331*	*462*	*2,706*
	1934-35	1,561	559	Nil	2,171	155	317	472	2,643

* Includes light assisting required, assisting not required, siding and departmental.
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.
§ Revised figures.
‖ The figures for Jessore-Jhenidah Railway have not been included as the information is not available.

XIII.—*Summary of Selected Operating Statistics of Class I Railways,* ***by Gauges,*** *for the year ended 31st March 1935.*

Particulars.			5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles—(In thousands)*			997,839	517,759	38,348
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,259,623	497,471	20,492
2·02 Total (excluding brake vans)			1,825,153	690,108	29,588
2·03 Percentage loaded of total			69·0	72·1	69·3
3.* Net or freight ton miles (In thousands)		Steam	15,744,726	3,466,636	72,207
		Electric‡	263,498	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	25,104,174	7,044,933	317,827
		Electric‡	714,103	..	..
	Including departmental	Steam	25,235,656	7,126,901	318,267
		Electric‡	714,267	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	37,531,862	8,383,542	262,490
		Electric‡	638,069	..	..
	Including departmental	Steam	39,163,987	8,908,998	282,153
		Electric‡	652,308	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			126	95	43
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			34·8	28·2	13·1
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			308	147	32
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·7	6·97	3·52
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	16·5	..	..
6·02 Branch lines			§	§	—
6·03 Total		Steam	§	§	..
		Electric‡	16·5	..	..
All Goods trains—					
6·04 Main lines		Steam	11·8	11·2	..
		Electric‡	13·8	..	..
6·05 Branch lines			10·7	10·7	..
6·06 Total		Steam	11·6	11·0	8·73
		Electric‡	13·8	..	—
7.* *Average train load*—					
Passenger—					
7·01 Number of vehicles		Steam	16	16	—
		Electric‡	18	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	389	230	—
		Electric‡	457	..	—
Goods—					
7·03 Main lines—Loaded wagons		Steam	35	33	..
		Electric‡	44	..	—
7·04 Main lines—Total		Steam	51	46	—
		Electric‡	53	...	—
7·05 Percentage loaded of total		Steam	69·4	71·8	—
		Electric‡	83·2	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
**Average train load*—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		24	22	..
7·07 Branch lines—Total		38	32	—
7·08 Percentage loaded of total		64·3	70·1	—
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	391	174	46
	Electric‡	471	..	—
7·10 Gross weight (*including* weight of engine)	Steam	931	422	168
	Electric‡	1,141	..	..
7·11 Gross weight (*excluding* weight of engine)	Steam	815	357	118
	Electric‡	997	..	..
8.* *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·76	0·75	..
8·02 Goods and proportion of mixed		6·14	2·97	..
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·27	1·03	..
8·04 Goods and proportion of mixed		6·89	4·37	..
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·03	5·07	—
9·02 Goods and proportion of mixed		35·4	32·6	—
9·03 Wagon miles per shunting engine hour		641	533	—
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		222	177	..
10·02 Net* ton miles per engine hour (including departmental)		1,946	891	..
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,840	2,290	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,683	2,677	285
	Electric‡	65	..	..
11·02 Average total number on line	Steam	5,592	2,697	283
	Electric‡	65	..	..
11·03 Average number available for use	Steam	4,598	2,315	230
	Electric‡	56	..	..
11·04 Engine miles per day per engine on line (including departmental).	Steam	65	65	46
	Electric‡	111	..	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	**13,184	6,444	1,479
	Electric‡	**26,816	..	..
11·06 Net* ton miles per goods locomotive day in use	Steam	**24,023	11,075	2,888
	Electric‡	**37,984	..	..

* Excluding departmental.

‡ Excluding Electric Multiple Unit Suburban trains.

**Locomotive days of shunting engines are wholly charged to steam as the shunting operations both for Steam and Electric trains are performed by steam engines.

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		472,237	334,755	75,261
12·02 Passenger miles per route mile per annum		554,068	341,126	75,261
12·03 Net ton miles per running track mile per annum		659,245	238,617	34,389
12·04 Net ton miles per route mile per annum		773,481	243,158	34,389
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,644,086	1,057,945	270,402
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,102,261	1,078,079	270,402
12·07 Train miles per running track mile per day		11·9	9·50	4·88
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	269	116	16
	Electric‡	3	*Nil*	*Nil*
13·02 Percentage of item 13·01 to average number on line.	Steam	4·81	4·30	5·65
	Electric‡	4·62	*Nil*	*Nil*
In sheds and transportation workshops				
13·03 Number	Steam	707	265	37
	Electric‡	6	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total No. on line	Steam	12·6	9·83	13·1
	Electric‡	9·23	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages.		894	556	53
13·06 Other coaching vehicles		277	71	10
13·07 Percentage of item 13·05 to average total No. on line		9·44	7·47	5·97
13·08 Percentage of item 13·06 to average total No. on line		8·58	6·27	10·6
In sick lines and transportation Workshops—				
13·09 Passenger carriages		239	78	27
13·10 Other coaching vehicles		79	11	5
13·11 Percentage of item 13·09 to average total number on line		2·52	1·05	3·04
13·12 Percentage of item 13·10 to average total number on line		2·45	0·97	5·32
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons daily—				
In Mechanical Workshops—				
13·13 Number		1,975	679	28
13·14 Percentage of item 13·13 to average No. on line		1·39	1·05	0·46
In sick lines and transportation Workshops—				
13·15 Number		11,292	975	258
13·16 Percentage of item 13·15 to average number on line		7·92	1·51	4·22
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		38	58	1
13·18 Wagons—Number. (Monthly)		1,468	395	7

‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services*—			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	4,711,589	1,292,583	117,819
14·03 Wood	4,022	13,829	135
14·04 Oil fuel	40,799	10	*Nil*
14·05 Total‡ (in terms of coal)	4,787,379	1,298,133	117,873
Passenger and Mixed—			
14·06* Total net tons of coal consumed	2,023,840	730,332	79,542
Goods—			
14·07* Total net tons of coal consumed—Goods service	2,054,714	385,155	25,049
14·08* Total net tons of Shunting (including siding)	507,425	108,817	9,171
14·09 Total net tons of Departmental	170,789	55,426	3,164
14·10 Total tons of coal used on all locomotive Services (*a*)	4,787,379	1,298,133	117,873
14·11* Lbs. per engine mile (shunting including siding)	66·3	34·7	(*b*)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·12* Passenger and proportion of mixed	168·5	179·1	403·2
14·13* Goods and proportion of mixed	129·0	142·4	390·6
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	5,827,493	2,276,574	291,083 (*c*)
15·02 Total pints (Goods trains)	3,839,360	973,772	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·25	5·81	6·19 (*c*)
15·04 Pints per 100 engine miles (Goods)	9·23	6·77	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,975,450	1,542,263	*Nil*
15·06 Pints per 1,000 vehicle miles	1·65	1·10	*Nil*

* Excluding Departmental.

(*a*) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services.

‡ 2½ tons of wood=1 ton of coal.
0·55 ton of oil fuel=1 ton of coal.

(*b*) Not published.

(*c*) Including departmental.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

. Statement of Net Revenue Receipts of ***State-owned*** *Railways for the year 1934-35 and of the per*
Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1935.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. ($\frac{\text{Col. 3} \times 100}{\text{Col. 2}}$)
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden	..	..	..
2. Eastern Bengal	51,10,05	1,04,60	2·05
3. East Indian (including South Bihar)	1,44,50,72	7,10,61	4·92
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,12,77,78	3,91,39	3·47
5. North Western (Military)	34,06,54	—63,09	—1·85
6. Great Indian Peninsula	1,21,31,12	3,35,71	2·77
7. Coal Department	1,95,76	..	..
8. Burma	35,02,69	94,49	2·70
9. TOTAL	5,00,74,66	15,73,71	3·14
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,65,62	48,77	2·06
11. Bengal-Nagpur	77,45,42	2,32,39	3·00
12. Bezwada Extension including D. K. extension (N. S.)	45,44	5,21	11·47
13. Bombay, Baroda and Central India	75,95,88	4,69,48	6·18
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,01,60	7,76	7·64
15. Lucknow-Bareilly (R. & K.)	2,48,31	20,33	8·19
16. Madras and Southern Mahratta	55,20,23	2,76,43	5·01
17. South Indian	43,31,42	2,19,55	4·85
18. Travancore (British Section) (S. I.)	54,61		
19. Travancore (Indian State Section) (S. I.)	1,38,97		
20. Tirhoot (B. & N. W.)	9,97,08	75,38	7·56
21. Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous.	..	—2,32,79	..
22. TOTAL	2,91,44,58	11,22,51	3·85
Miscellaneous items.			
23. Abandoned Projects, etc.	32,26	..	..
24. Other miscellaneous items	2,78,05	..	..
25. Deduct—Interest during construction	..	..	..
26. TOTAL	3,10,31	..	..
27. ***Total Central***	7,95,29,55	26,96,22	3·39
Provincial.			
28. Assam (Jorhat)	13,22	..	..
29. United Provinces (Distillery siding)	1,39	..	..
30. ***Total Provincial***	14,61	..	..
31. ***Grand Total***	7,95,44,16	26,96,22	3·39

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to revenue,

centage of those figures on the Capital at Charge, on 31st March 1935 also of the net gain or loss to net Revenue Receipts. (*In thousands of rupees.*)

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9×100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	..	..	..	..	..	1. Aden.
..	1,97,87	1,97,87	..	93,27	—1·83	2. Eastern Bengal.
..	5,96,66	5,96,66	1,13,95	..	0·79	3. East Indian (including South Bihar).
..	4,61,04	4,61,04	..	69,65	—0·62	4. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,40,23	1,40,23	..	2,03,32	—5·97	5. North Western (Military).
..	4,39,92	4,39,92	..	1,04,21	—0·86	6. Great Indian Peninsula.
..	9,15	9,15	..	9,15	—4·67	7. Coal Department.
..	1,50,22	1,50,22	..	55,73	—1·59	8. Burma.
..	19,95,09	19,95,09	..	4,21,38	—0·84	9. Total.
						State Lines worked by Companies or Indian States.
..	91,96	91,96	..	43,19	—1·83	10. Assam-Bengal.
..	3,35,69	3,35,69	..	1,03,30	—1·33	11. Bengal Nagpur
..	1,93	1,93	3,28	..	7·22	12. Bezwada Extension including D. K. extension (N. S.).
15,61	2,80,51	2,96,12	1,73,36	..	2·28	13. Bombay, Baroda and Central India.
..	4,05	4,05	3,71	..	3·65	14. Jodhpur-Hyderabad (British Section) (Jodhpur).
1,29	9,40	10,69	9,64	..	3·88	15. Lucknow-Bareilly (R. & K.).
36,31	2,32,13	2,68,44	7,99	..	0·14	16. Madras and Southern Mahratta.
6,22	1,75,76	1,83,69	35,86	..	0·79	17. South Indian.
	64					18. Travancore (British Section) (S. I.).
	1,07					19. Travancore (Indian State Section) (S. I.).
1,69	37,23	38,92	36,46	..	3·66	20. Tirhoot (B. & N. W.).
..	..	..	..	2,32,79	..	21. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.
61,12	11,70,37	12,31,49	..	1,08,98	—0·37	22. Total.
						Miscellaneous items.
..	1,07	1,07	..	1,07	—3·33	23. Abandoned Projects, etc.
..	13,65	13,65	..	13,65	—4·91	24. Other miscellaneous items.
..	12	12	..	12	..	25. Deduct—Interest during construction.
..	14,60	14,60	..	14,60	—4·70	26. Total.
61,12	31,80,06	32,41,18	..	*5,44,96	—0·69	27. **Total Central.**
						Provincial.
..	44	44	..	44	—3·33	28. Assam (Jorhat).
..	7	7	..	7	—5·04	29. United Provinces (Distillery siding).
..	51	51	..	51	—3·55	30. **Total Provincial.**
61,12	31,80,57	32,41,69	..	5,45,47	—0·69	31. **Grand Total.**

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report.

*The total loss (Central) for the year is:—

	Rs.
Loss as per column 9 above	5,44,96
Deduct—Miscellaneous Railway Receipts	73,91
Government share of surplus profits from subsidized Companies	21,58
Add—Miscellaneous Railway expenditure	56,78
Net Loss ..	5,06,25

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ average rate of exchange.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(*i*) Open lines.							
Aden	..	..	..	..	..	..	..
Eastern Bengal	..	5,05,97	15,68	—6,49	1,12	—43	9,88
East Indian (including South Bihar)	..	47,49,00	69,18	28,71	19	—31,83	66,25
Great Indian Peninsula (including Bhopal State).	..	54,84,57	84	—19,87	—3	—22,66	—41,72
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,99,97	6,18	—79,46	63	—13,43	—86,08
North Western (Military)	..	..	5,43	—11,46	17	*—11,16	—17,02
Coal Department	..	..	—2,69	..	..	1,08	—1,61
Burma	..	..	69	—18,88	—1	—37	—18,57
Total I (*i*)	..	1,20,39,51	95,31	—1,07,45	2,07	—78,80	—88,87
(*ii*) New Constructions.							
Eastern Bengal	..	..	1,36	..	13	—17	1,32
East Indian	..	..	—1,79	..	1,30	—70	—1,19
Great Indian Peninsula	..	..	..	..	..	..	..
North Western (Commercial)	..	..	2	..	24	..	26
North Western (Military)	..	..	..	..	..	..	..
Burma	..	..	2,75	..	—1,42	—3	1,30
Total I (*ii*)	..	..	2,34	..	25	—90	1,69
II.—State Lines worked by Companies or by Indian States.							
(*i*) Open Lines.							
†{ Assam-Bengal—I	..		—19	..	..	..	—19
†{ Assam-Bengal—II	..	..	7,18	2,39	..	—3,43	6,14
Bengal-Nagpur	..	..	19,79	3,49	1,02	5,77	30,07
Bezwada Extension (N. S.)	..	..	1	..	..	..	1
Bombay, Baroda and Central India	..	21,77,72	19,29	8,37	63	—5,61	22,68
Total Companies' Lines (Open lines) Carried over	..	21,77,72	46,08	14,25	1,65	—3,27	58,71

* Includes (1) Campbellpur Reserve 5,77, and (2) Frontier Railway Reserve —16,68.

† For purposes of accounting, the capital is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1935. *(In thousands of rupees.)*

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(*i*) Open Lines.
..	..	..	..	..	..	Aden.
29,02,13	11,76,73	1,82,01	51,54	43,12,41	48,18,38	Eastern Bengal.
49,77,61	35,18,53	1,80,88	1,41,22	88,18,24	1,35,67,24	East Indian (including South Bihar).
47,95,37	15,39,93	1,75,95	1,26,64	66,37,89	1,21,22,46	Great Indian Peninsula (including Bhopal State).
66,38,89	23,46,09	3,08,66	1,49,43	94,43,07	1,07,43,04	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
26,61,00	4,87,59	1,77,38	(c) 80,57	34,06,54	34,06,54	North Western (Military).
1,89,21	..	..	6,55	1,95,76	1,95,76	Coal Department.
24,05,19	6,63,03	2,24,06	40,52	33,32,80	33,32,80	Burma.
2,45,69,40	97,31,90	12,48,94	5,96,47	3,61,46,71	4,81,86,22	Total I (*i*).
						(*ii*) New Constructions.
2,66,60	..	24,84	23	2,91,67	2,91,67	Eastern Bengal.
7,89,87	..	92,98	63	8,83,48	8,83,48	East Indian.
5,74	..	2,92	..	8,66	8,66	Great Indian Peninsula.
4,58,28	16,38	60,08	..	5,34,74	5,34,74	North-Western (Commercial).
..	..	..	..	..	..	North-Western (Military).
1,45,37	..	24,52	..	1,69,89	1,69,89	Burma.
16,65,86	16,38	2,05,31	86	18,88,44	18,88,44	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States.
						(*i*) Open Lines.
82,56	..	..	..	82,56	82,56	Assam Bengal—I. †
15,41,81	4,76,46	1,56,63	14,19	21,89,09	21,89,09	Assam Bengal—II. †
42,47,85	26,10,80	2,89,15	1,03,59	72,51,39	72,51,39	Bengal Nagpur.
16,81	..	1,17	..	17,98	17,98	Bezwada Extension (N. S.).
37,07,92	14,19,97	1,89,17	1,01,10	54,18,16	75,95,88	Bombay, Baroda and Central India.
						Total Companies' Lines (Open Lines).
95,96,95	45,07,23	6,36,12	2,18,88	1,49,59,18	1,71,36,90	Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 15,63 and (2) Frontier Railway Reserve 55,07.

(*In thousands of rupees.*) *2. (a)—Statement of Capital at Charge of* ***State-owned*** *Railway*

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ average rate of exchange.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	21,77,72	46,08	14,25	1,65	—3,27	58,71
Jodhpur	..	..	1,56	..	..	—28	1,28
Lucknow-Bareilly (R. & K.)	..	..	1,27	1,01	..	—46	1,82
Madras and Southern Mahratta (excluding Mysore State).	..	19,62,58	13,61	1,56	44	—1,93	13,68
Dhone-Kurnool. (N. S.)	..	..	28	..	..	..	28
South Indian	..	7,59,72	17,21	21,46	3	—8,03	30,67
Coonoor-Ootacamund (S. I.)	..	..	..	..	1	..	1
Travancore (British Section) (S. I.)	..	..	—7	16	..	..	9
Travancore (Indian State Section) (S. I.).	..	..	1	19	..	..	20
Tirhoot (B. & N. W.)	..	..	4,06	7	..	5,16	9,29
Mashrak-Thawe Extension	..	..	..	..	..	..	..
Total II (*i*)	..	49,00,02	84,01	38,70	2,13	—8,81	1,16,03
II (*ii*)—*New Constructions.*							
†Assam Bengal I	..	..	10	..	..	..	10
†Assam Bengal II	..	..	16	..	..	..	16
Bengal Nagpur	..	..	1,90	..	—26	..	1,64
Jodhpur	..	..	13,54	..	38	..	13,92
Madras and Southern-Mahratta	..	..	—36	..	..	..	—36
South Indian	..	..	93	..	24	—7	1,10
Tirhoot (Mashrak-Thawe Extension)	..	..	1	..	..	..	1
Total II (*ii*)	..	..	16,28	..	36	—7	16,57
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	..	..	—20,29	..	—20,29
Total III	..	..	..	..	—20,29	..	—20,29
Total Central I (*i*)—III	..	1,69,39,53	1,97,94	—68,75	—15,48	—88,58	25,13
IV.—Provincial.							
Assam (Jorhat)	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Total IV.—Provincial	..	..	..	..	..	..	..
Grand Total I (*i*)—IV	..	1,69,39,53	1,97,94	—68,75	—15,48	—88,58	25,13

† For purposes of accounting the capital is shown in two parts, in terms of the contract with the Secretary of State, dated the 26th April 1892.

on the 31st March 1935—concld. (*In thousands of rupees.*)

Capital outlay to end of financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13)	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
95,96,95	45,07,23	6,36,12	2,18,88	1,49,59,18	1,71,36,90	Total Companies' Lines (Open Lines)—Brought forward.
84,52	..	3,08	8	87,68	87,68	Jodhpur.
1,62,73	71,68	8,89	5,01	2,48,31	2,48,31	Lucknow-Bareilly (R. & K.).
21,69,17	9,81,11	1,50,55	48,01	33,48,84	53,11,42	Madras and Southern Mahratta (excluding Mysore State).
25,14	..	2,32	..	27,46	27,46	Dhone-Kurnool (N. S.).
17,20,04	8,13,82	1,35,63	50,90	27,20,39	34,80,11	South Indian.
29,97	19,10	3,30	..	52,37	52,37	Coonoor-Ootacamund (S. I.).
42,97	6,40	5,24	..	54,61	54,61	Travancore (British Section) (S. I.).
99,74	25,64	13,59	..	1,38,97	1,38,97	Travancore (Indian State Section)—(S. I.).
6,44,57	2,47,38	48,95	32,73	9,73,63	9,73,63	Tirhoot (B. & N. W.).
36	..	..	..	36	36	Mashrak-Thawe Extension.
1,45,76,16	66,72,36	10,07,67	3,55,61	2,26,11,80	2,75,11,82	Total II (*i*).
						II (*ii*)—*New Constructions.*
14,55	..	..	..	14,55	14,55	Assam Bengal I. †
72,97	..	6,45	..	79,42	79,42	Assam Bengal II. †
4,37,90	..	56,13	..	4,94,03	4,94,03	Bengal Nagpur.
13,54	..	38	..	13,92	13,92	Jodhpur.
1,91,10	..	17,71	..	2,08,81	2,08,81	Madras and Southern Mahratta.
7,36,93	..	62,00	1	7,98,94	7,98,94	South Indian.
17,88	2,99	2,22	..	23,09	23,09	Tirhoot (Mashrak-Thawe Extension.).
14,84,87	2,99	1,44,89	1	16,32,76	16,32,76	Total II (*ii*).
						III.—Miscellaneous Items.
32,26	..	..	..	(*c*) 32,26	32,26	Abandoned Projects, etc.
2,43,39	..	(*d*) 34,66	..	2,78,05	2,78,05	Controller of Railway Accounts—Account Current.
2,75,65	..	34,66	..	3,10,31	3,10,31	Total III.
4,25,71,94	1,64,23,63	26,41,50	9,52,95	6,25,90,02	7,95,29,55	Total Central I (*i*)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	Total IV.—Provincial.
4,25,80,76	1,64,28,33	26,41,91	9,53,63	6,26,04,63	7,95,44,16	Grand Total I (*i*)—IV.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(*c*) Distribution over minor heads is not available.

(*d*) Includes 34,86 on account of investment in share of Branch Line Companies.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
(A) Worked by the Branch						
OPEN LINES						
Ahmadpur-Katwa	2′ 6″	—22	*Nil*	22	*Nil*	*Nil*
Bankura-Damodar River	,,	—24	3	24	—13	—10
Burdwan-Katwa	,,	—9	*Nil*	9	—7	—7
Futwah-Islampur	,,	*Nil*	*Nil*	*Nil*	—4	—4
Kalighat-Falta	,,	—1	*Nil*	2	—5	—4
TOTAL 1-(A)	..	—56	3	57	—29	—25
(B) Worked by the						
OPEN LINES.						
Hardwar-Dehra (E. I.)	5′ 6″	26	*Nil*	*Nil*	*Nil*	26
Chaparmukh-Silghat (A. B.)	3′ 3⅜″	84	*Nil*	*Nil*	*Nil*	84
Katakhal Lalabazar (A. B.)	,,	4	*Nil*	*Nil*	*Nil*	4
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	1,14	*Nil*	*Nil*	*Nil*	1,14
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Amritsar-Patti-Kasur (N. W.)	5′ 6″	10	*Nil*	*Nil*	*Nil*	10
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	,,	5	*Nil*	*Nil*	*Nil*	5
Phagwara-Rahon (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Mandra-Bhaun (N. W.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Sara-Sirajganj (E. B.)	,,	2,23	*Nil*	*Nil*	*Nil*	2,23
Sialkot-Narowal (N. W.)	,,	25	*Nil*	*Nil*	*Nil*	25
Tapti Valley (B., B. & C. I.)	,,	21	*Nil*	*Nil*	*Nil*	21
Ahmedabad-Parantij (B, B. & C. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	9	65	—1	*Nil*	73
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	2	2	*Nil*	*Nil*	4
Khulna Bagerhat (E. B.)	,,	*Nil*	2	*Nil*	*Nil*	2
Larkana-Jacobabad (N. W.)	,,	1	2	—2	*Nil*	1
Mayurbhanj (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nadiad Kapadvanj (B., B. & C. I)	,,	1	*Nil*	*Nil*	*Nil*	1
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	5	*Nil*	*Nil*	*Nil*	5
TOTAL (2)	..	3,02	71	—3	*Nil*	3 70

year 1934-35 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
line Company.					Open Lines.
16,27	2,38	2,06	2	20,73	Ahmadpur-Katwa.
30,02	5,63	3,90	52	40,07	Bankura-Damodar River.
14,48	3,64	1,71	50	20,33	Burdwan-Katwa.
16,71	2,70	*Nil*	3	19,44	Futwah-Islampur.
15,06	6,98	1,64	45	24,13	Kalighat-Falta.
92,54	21,33	9,31	1,52	1,24,70	Total 1-(A).
Main Line.					Open Lines.
30,67	*Nil*	4,41	*Nil*	35,08	Hardwar-Dehra (E. I.).
33,53	*Nil*	1,72	*Nil*	35,25	Chaparmukh-Silghat (A. B.).
15,79	*Nil*	1,39	*Nil*	17,18*	Katakhal-Lalabazar (A. B.)
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,00	1,17	7,71	*Nil*	90,88	Total 1-(B).
TERMS WORKED BY THE MAIN LINE.					Open Lines.
34,42	*Nil*	2,04	*Nil*	36,46	Amritsar-Patti-Kasur (N. W.).
					Hoshiarpur-Doab (N. W.)—
33,53	*Nil*	2,77	*Nil*	36,30	Jullundur-Mukerian (N. W.).
26,29	*Nil*	2,40	*Nil*	28,69	Phagwara-Rahon (N. W.).
23,77	*Nil*	3,13	*Nil*	26,90	Mandra-Bhaun (N. W.).
92,29	*Nil*	5,83	*Nil*	98,12	Sara-Sirajganj (E. B.).
28,72	*Nil*	2,47	*Nil*	31,19	Sialkot-Narowal (N. W.).
1,25,97	*Nil*	10,96	*Nil*	1,36,93	Tapti Valley (B., B. & C. I.)
33,99	3	4,04	*Nil*	38,06	Ahmedabad-Parantij (B., B. & C. I.).
11,25	6,38	3,43	*Nil*	21,06	Champaner-Shivrajpur-Pani Light (B. B. & C. I.).
8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I. P.).
59,64	18,85	15,09	*Nil*	93,58	Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
8,94	1,80	3,42	*Nil*	14,16	Godhra-Lunavada (B., B. & C. I.).
17,46	5,31	1,67	*Nil*	24,44	Jacobabad-Kashmor (N. W.).
6,72	1,43	78	*Nil*	8,93	Khulna-Bagerhat (E. B.)
20,30	6,75	3,54	*Nil*	30,59	Larkana-Jacobabad (N. W.).
24,12	58	*Nil*	*Nil*	24,70	Mayurbhanj (B. N.)
8,85	4,73	2,72	*Nil*	16,30	Nadiad Kapadvanj (B., B. & C. I.).
12,04	2,02	3,77	*Nil*	17,83	Pachora-Jamner (G. I. P.).
41,63	6,70	9,61	*Nil*	57,94	Darjeeling-Himalayan Extensions.
6,18,34	56,92	79,52	*Nil*	7,54,78	Total (2)

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

2. (b)—Statement of Capital Outlay to the end of the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	—4	—8	*Nil*	*Nil*	—12
Mymensingh- Bhairab Bazar (A. B.)	,,	26	*Nil*	*Nil*	*Nil*	26
TOTAL (3)	..	22	—8	*Nil*	*Nil*	14
4. COMPANIES' LINES SUBSIDIZED BY THE						
OPEN LINES.						
Bengal and North-Western	3′ 3⅜″	—6,01	66	9,50	—10	4,05
Bengal Dooars Extensions*	,,	36	5	*Nil*	—24	17
Mirpur Khas-Khadro* (Jodhpur)	,,	9	*Nil*	*Nil*	*Nil*	9
Rohilkund and Kumaon	,,	47	3,94	*Nil*	*Nil*	4,41
Barsi Light*	2′ 6″	7	2	2	—30	—19
Dehri-Rohtas Light	,,	1	*Nil*	*Nil*	1	2
Shahdara (Delhi)-Saharanpur Light*	,,	16	24	*Nil*	—9	31
Matheran Light*	2′ 0″	*Nil*	7	7	*Nil*	14
TOTAL (4)	..	—4,85	4,98	9,59	—72	9,00
5. COMPANIES' LINES SUBSIDIZED						
OPEN LINES.						
Dibru-Sadiya	3′ 3⅜″	47	*Nil*	*Nil*	*Nil*	47
Darjeeling-Himalayan	2′ 0″	3	*Nil*	*Nil*	3	6
TOTAL (5)	..	50	*Nil*	*Nil*	3	53
OPEN LINES.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—1	—1
Jessore Jhenidah	,,					Figures not
Parlakimedi Light (B. N.)	,,	*Nil*	13	*Nil*	*Nil*	13
Tezpore Balipara Light§	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	—5	*Nil*	*Nil*	—5
Kulasekarapatnam Light.	,,	*Nil*	5	*Nil*	*Nil*	5
Trivellore Light	,,	*Nil*	2	*Nil*	*Nil*	2
TOTAL (6)	..	*Nil*	15	*Nil*	—1	14

* Receives land only from Government.

§ This line having ceased to be subsidized by the District Board has been shown under "6. Unassisted Companies Lines" instead of under "8. Companies' lines subsidized by District Board."

year 1934-35 of ***other than State-owned*** *Railways*—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
					OPEN LINES.
GUARANTEE AND REBATE TERMS.					
60,75	2,96	2,56	2,00	68,27	Jamnagar-Dwarka.
1,16,39	*Nil*	7,00	*Nil*	1,23,39	Mymensingh-Bhairab Bazar (A. B.).
1,77,14	2,96	9,56	2,00	1,91,66	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
8,24,83‡	2,62,75	91,77	5,91	11,85,26	Bengal and North-Western.
93,23	16,15	8,61	3,43	1,21,42	Bengal Dooars Extensions.*
8,58	*Nil*	58	*Nil*	9,16	Mirpur Kas-Khadro* Jodhpur).
1,32,94	56,65	12,94	*Nil*	2,02,53	Rohilkund and Kumaon.
1,27,45	49,18	7,97	1,91	1,86,51	Barsi Light.*
7,61	3,85	41	63	12,50	Dehri-Rohtas Light.
35,59	13,99	*Nil*	1,10	50,68	Shahdara (Delhi)-Saharanpur Light.*
11,95	32	7	*Nil*	12,34†	Matheran Light.*
12,42,18	4,02,89	1,22,35	12,98	17,80,40	TOTAL (4).
					OPEN LINES.
BY LOCAL GOVERNMENTS.					
74,07	59,88	18,18	1,50	1,53,63	Dibru-Sadiya.
32,57	12,50	2,90	2,60	50,57	Darjeeling-Himalayan.
1,06,64	72,38	21,08	4,10	2,04,20	TOTAL (5).
COMPANIES' LINES.					OPEN LINES.
16,94	Details not available.			16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	23	11,80	Bengal Provincial.
available.					Jessore Jhenidah.
18,19	5,16	2,16	*Nil*	25,51	Parlakimedi Light (B. N.)
3,20	1,60	7	*Nil*	4,87	Tezpore Balipara Light.§
62	39	12	*Nil*	1,13	Jagadhri Light
3,38	2,13	3	*Nil*	5,54	Kulasekarapatnam Light.
39	70	9	*Nil*	1,18	Trivellore Light.
51,52	12,74	2,48	23	66,97	TOTAL (6).

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						7. DISTRICT
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bezwada-Masulipatam (M. & S. M.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Podanur-Pollachi (S I.)	,,	—66	—15	—5	*Nil*	—86
Tinnevelly-Tiruchendur (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (7)	..	—66	—15	—5	*Nil*	—86
						8. COMPANIES' LINES SUBSIDIZED BY
Open Lines.						
Bengal Dooars	3′ 3⅜″	56	2	3	*Nil*	61
Arrah-Sasaram Light	2′ 6″	1	*Nil*	*Nil*	5	6
Baraset-Basirhat Light	,,	*Nil*	5	*Nil*	9	14
Bukhtiarpur-Bihar Light	,,	*Nil*	*Nil*	*Nil*	—7	—7
Howrah-Amta Light	2′ 0″	—4	*Nil*	*Nil*	—13	—17
Howrah Sheakhala Light	,,	*Nil*	*Nil*	*Nil*	—2	—2
Total (8)	..	53	7	3	—8	55

1934-35 of ***other than State-owned*** *Railways (In thousands of rupees.)*—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,82	*Nil*	1,14	*Nil*	15,96	Tenali-Repalle (M. & S. M.).
22,65	*Nil*	1,59	*Nil*	24,24	Bezwada-Masulipatam (M. & S. M.)
8,87	6,86	1,26	*Nil*	16,99	Podanur-Pollachi (S. I.).
24,56	*Nil*	2,49	*Nil*	27,05	Tinnevelly-Tiruchendur (S. I.).
70,90	6,86	6,48	*Nil*	84,24	TOTAL (7)
DISTRICT BOARDS.					OPEN LINES.
33,17	7,36	2,57	*Nil*	43,10	Bengal Dooars.
18,69	6,35	*Nil*	14	25,18	Arrah-Sasaram Light.
19,19	6,34	*Nil*	24	25,77	Baraset-Basirhat Light.
10,55	4,45	*Nil*	13	15,13	Bukhtiarpur-Bihar Light.
18,10	11,95	*Nil*	76	30,81	Howrah-Amta Light.
4,99	3,01	*Nil*	27	8,27	Howrah Sheakhala Light.
1,04,69	39,46	2,57	1,54	1,48,26	TOTAL (8).

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) Open Lines.						
Nizam's State †	5′ 6″	7,46	51	2	—7,22	77
Bhavnagar State	3′ 3⅜″	86	10,30	*Nil*	37	11,53
Bikaner State	,,	64	*Nil*	*Nil*	19	83
Gaekwar's Baroda State (Mehsana)	,,	19,86	90	1,71	*Nil*	22,47
Gondal	,,	41	27	*Nil*	—69	—1
Jetalsar-Rajkot (Gondal)	,,	10	*Nil*	*Nil*	—10	*Nil*
Jodhpur	,,	2,72	3,40	*Nil*	—81	5,31
Junagad State	,,	7,10	2,28	24	—1,91	7,71
Morvi	,,	18,24	4,43	47	28	23,42
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar and Shimoga-Arsalu Sections).	,,	2,48	47	5	1,22	4,22
Porbandar State	,,	24	1	14	12	51
Udaipur-Chitorgarh	,,	11,23	2,87	61	—27	14,44
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	1,18	*Nil*	2	*Nil*	1,20
Dholpur State*	,,	1	*Nil*	*Nil*	*Nil*	1
Gaekwar's Baroda State	,,	30	3,36	—1	—35	3,30
Kolar District	,,	*Nil*	1	*Nil*	*Nil*	1
Gwalior Light	2′ 0″	1,19	17	*Nil*	*Nil*	1,36
Tarikere-Narasimharajapura Light (Mysore)	,,	4	*Nil*	*Nil*	*Nil*	4
Total (a)	..	74,06	28,98	3,25	—9,17	97,12
(b) Lines under construction.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Arasalu to Anandapuram (Mysore)	,,	1,33	*Nil*	17	1	1,51
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	3,18	*Nil*	9	*Nil*	3,27
Prachi Road to Kodinar (Gaekwar's Baroda State)	,,	1,16	*Nil*	1	*Nil*	1,17
Dholpur to Rajakhera (Dholpur-State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	5,67	*Nil*	27	1	5,95
Total (9) [=a+b]	..	79,73	28,98	3,52	—9,16	1,03,07

*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1934-35 of ***other than State-owned*** *Railways (In thousands of rupees.)*—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) OPEN LINES.
10,31,66	2,82,86	92,08	26,58	§ 14,33,18	Nizam's State.†
1,58,27	68,59	7,51	5,07	2,39,44	Bhavnagar State.
2,62,28	90,73	5,64	5,26	3,63,91	Bikaner State.
1,39,71	21,06	11,00	*Nil*	1,71,77	Gaekwar's Baroda State (Mehsana).
68,09	34,16	2,48	3,43	1,08,16	Gondal.
27,47	*Nil*	90	15	28,52	Jetalsar-Rajkot (Gondal).
2,26,00	1,67,65	1,83	8,93	4,04,41	Jodhpur.
1,02,34	28,48	4,20	5,73	1,40,75	Junagad State.
66,64	34.82	2,23	2,59	1,06,28	Morvi.
2,20,21	80,47	19,39	5,36	3,25,43	Mysore (including Birur-Shimoga Chickjajur-Chitaldrug, Mysore Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar and Shimoga-Arsalu Sections).
14,84	11,48	1,06	1,29	28,67	Porbandar State.
91,24	17,05	4,62	93	1,13,84	Udaipur-Chitorgarh.
9,37	*Nil*	1,19	*Nil*	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
15,73	2,92	2,08	*Nil*	20,73	Cutch State.
11,51	4,36	51	*Nil*	16,38	Dholpur State.*
2,23,34	56,19	20,92	6,52	3,06,97	Gaekwar's Baroda State.
14,47	11,43	1,50	17	27,57	Kolar District.
1,01,34	15,22	6,01	*Nil*	1,22,57	Gwalior Light.
9,18	2,95	76	—2	12,87	Tarikere-Narasimharaiapura Light (Mysore).
27,93,69	9,30,42	1,85,91	71,99	39,82,01	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
71	*Nil*	*Nil*	*Nil*	71	Tahsil Bhadra to Sadulpur (Bikaner State).
5,78	*Nil*	72	5	6,55	Arasalu to Anandapuram (Mysore).
53,27	*Nil*	1,69	*Nil*	54,96	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
1,16	*Nil*	1	*Nil*	1,17	Prachi Road to Kodinar (Gaekwar's Baroda State).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
61,79	*Nil*	2,49	5	64,33	TOTAL (*b*).
28,55,48	9,30,42	1,88,40	72,04	40,46,34	TOTAL (9)[=*a* + *b*].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Open Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	1	*Nil*	—1	*Nil*	*Nil*
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jammu and Kashmir (Indian State section) (N.W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Jind-Panipat (Indian State section) (N. W.)	,,	—11	*Nil*	*Nil*	*Nil*	—11
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.)	,,	—4	*Nil*	*Nil*	*Nil*	—4
Ludhiana-Dhuri-Jakhal (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Nagda-Ujjain (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	,,	6	*Nil*	1	*Nil*	7
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpura-Bhatinda (N. W.)	,,	6	*Nil*	*Nil*	*Nil*	6
Shoranur-Cochin (S. I.)	,,	—6,12	—18,88	9	—11	—25,02
Sirhind Rupar (N. W.) ‡	,,	3	*Nil*	*Nil*	*Nil*	3
Bangalore-Harihar (M. & S. M.)	3′ 3⅜″	24	74	*Nil*	—6	92
Cooch Behar State (E. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jaipur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar Dwarka)	,,	4	—3	*Nil*	*Nil*	1
Palanpur Deesa (B. B. & C. I.)	,,	5,80	*Nil*	15	*Nil*	5,95
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	78	*Nil*	—1	*Nil*	77
Jamnagar (Jamnagar Dwarka)	,,	14	—5	*Nil*	*Nil*	9
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Piplod Devgad Baria (B. B. & C. I.)	,,	25	*Nil*	*Nil*	*Nil*	25
Rajpipla State (B. B. & C. I.)	,,	1	3	*Nil*	*Nil*	4
Total (a)	..	1,21	—18,19	23	—17	—16,92
(b) Lines under construction.						
Wagrod to Khareda (B. B. & C. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (10)[=a+b]	..	1,21	—18,19	23	—17	—16,92

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

‡ Includes expenditure incurred by the Patiala Durbar.

1934-35 of other than State-owned Railways (In thousands of rupees.)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(*a*) OPEN LINES.
81,13	*Nil*	12,30	*Nil*	93,43	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.).
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,12	*Nil*	6,96	*Nil*	82,08	Bhopal Ujjain (G. I. P),
93,74	18	8,24	*Nil*	1,02,16	Bina-Goona-Baran (G. I. P.).
10,84	*Nil*	60	*Nil*	11,44	Jammu and Kashmir (Indian State section) (N. W.).
15,83	*Nil*	1,73	*Nil*	17,56	Jind-Panipat (Indian State section) (N. W.).
13,48	*Nil*	88	*Nil*	14,36	Khanpur-Chachran (N. W.).
11,84	*Nil*	64	*Nil*	12,48	Kolar Gold Fields (M. & S. M.)
47,22	*Nil*	2,29	*Nil*	49,51	Ludhiana-Dhuri-Jakhal (N. W.).
21,01	*Nil*	1,72	*Nil*	22,73	Nagda-Ujjain (B. B. & C. I.)
13,63	*Nil*	83	10	14,56	Petlad-Cambay (Ad. T. pur sec.) B. B. & C. I.).
9,02	*Nil*	32	*Nil*	9,34	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.).
76,84	*Nil*	2,69	*Nil*	79,53	Rajpura-Bhatinda (N. W.).
93,45	*Nil*	12,30	33	1,06,08	Shoranur-Cochin (S. I.).
29,50	*Nil*	2,08	*Nil*	31,58	Sirhind Rupar (N. W.).‡
1,17,76	53,80	5,52	2,08	1,79,16	Bangalore-Harihar (M. & S. M.).
19,78	1,03	94	*Nil*	21,75	Cooch Behar State (E. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
24,52	*Nil*	1,44	*Nil*	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
72,93	*Nil*	3,39	30	76,62	Jaipur State (B. B. & C. I.).
22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
25,73	12,28	2,04	1,00	41,05	Okhamandal (Jamnagar Dwarka).
5,80	*Nil*	15	*Nil*	5,95	Palanpur-Deesa (B. B. & C. I.).
66,25	5,76	8,34	*Nil*	80,35	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
30,23	16,77	95	2,00	49,95	Jamnagar (Jamnagar Dwarka).
1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
5,78	3,29	66	*Nil*	9,73	Piplod Devgad Baria (B. B. & C. I.).
14,69	3,07	1,19	*Nil*	18,95	Rajpipla State (B. B. & C. I.).
10,64,85	96,22	80,18	5,81	12,47,06	TOTAL (*a*).
2	*Nil*	*Nil*	*Nil*	2	(*b*) LINES UNDER CONSTRUCTION. Wagrod to Khareda (B. B. & C. I.).
2	*Nil*	*Nil*	*Nil*	2	TOTAL (*b*)
10,64,87	96,22	80,18	5,81	12,47,08	TOTAL (10) [=*a*+*b*].

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore) .	2′ 6″	*Nil*	2	*Nil*	*Nil*	2
TOTAL (11) . .	...	*Nil*	2	*Nil*	*Nil*	2
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pondicherry (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
West of India Portuguese (M. & S. M.) . .	,,	‡4,75	..	...	..	4,75
TOTAL (12) .	...	4,75	*Nil*	*Nil*	*Nil*	4,75
13. TOTAL (1) TO (12). .	..	85,03	16,52	13,86	—10,40	1,05,01
4. Miscellaneous . .	...	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total . .	...	85,03	16,52	13,86	—10,40	1,05,01

‡ Represents total figure, the details being not available.

1934-35 of other than State-owned Railways (In thousands of rupees)—concld.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,43	5,94	1,76	*Nil*	16,13	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,94	1,76	*Nil*	16,13	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,37	*Nil*	36	*Nil*	5,73	Pondicherry (S. I.)
‡2,25,65	..	..	..	2,25,65	West of India Portuguese (M. & S. M.).
2,37,15	*Nil*	1,50	*Nil*	2,38,65	TOTAL (12).
67,11,88	16,49,29	5,32,90	1,00,22	89,94,29	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	14. Miscellaneous.
67,20,11	16,49,29	5,33,54	1,00,22	90,03,16	15. Grand Total.

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines. Earnings.	Suspense.	Total (Cols. 2 and 3).	Deduct Refunds.	Gross receipts (Cols. 4—5).	Working For the Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7	8	9
STATE LINES WORKED BY THE STATE.								
Aden	..	..	..	..	..	..	..	..
East Indian	18,87,98	5,85	18,93,83	13	18,93,70	9,40,03	1,21,65	2,40,74
Eastern Bengal	5,58,77	1,13	5,59,90	63	5,59,27	3,48,80	93,26	96,86
North Western	15,86,93	6,97	15,93,90	3,09	15,90,81	9,57,10	2,24,37	2,77,27
Great Indian Peninsula	12,77,17	2,79	12,79,96	2,11	12,77,85	7,16,41	1,22,44	2,02,39
Burma	3,78,78	—13	3,78,65	45	3,78,20	2,31,76	35,90	53,36
TOTAL	56,89,63	16,61	57,06,24	6,41	56,99,83	31,94,10	5,97,62	8,70,62
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.								
Assam-Bengal	1,92,34	98	1,93,32	26	1,93,06	1,21,00	15,10	..
Bengal-Nagpur	8,15,69	—7,19	8,08,50	70	8,07,80	5,19,40	56,10	..
Bezwada Extension and Dhone Kurnool	12,55	..	12,55	..	12,55	7,35	—1	..
Bombay, Baroda and Central India	11,78,32	2,92	11,81,24	2,31	11,78,93	5,89,50	92,36	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	35,68	—4,92	30,76	9	30,67	19,16	2,45	..
Lucknow-Bareilly (R. & K.)	69,98	—15	69,83	18	69,65	28,06	2,32	..
Madras and Southern Mahratta (excluding Mysore State).	7,48,24	1,84	7,50,08	1,15	7,48,93	3,83,12	59,14	..
South Indian (including Travancore)	5,53,05	—1,50	5,51,55	73	5,50,82	2,89,57	32,51	..
Tirhoot (B. & N. W.)	3,46,92	—7	3,46,85	56	3,46,29	1,47,89	11,59	..
Contribution to Depreciation Reserve Fund on account of Company worked Lines and Miscellaneous.	..	..	..	..	..	3,16	—3,16	5,01,15
TOTAL	39,52,77	—8,09	39,44,68	5,98	39,38,70	21,08,21	2,68,40	5,01,15
GRAND TOTAL	96,42,40	8,52	96,50,92	12,39	6,38,53*	53,02,31	8,66,02	13,71,77

* The total Railway Receipts for the year are:—

		Rs.
	Gross Receipts as per Col. 6 above	96,38,53
Add—	Miscellaneous Railway Receipts	73,91
	Government share of surplus profits from the subsidized companies	21,58
	Total Receipts	97,34,02

Revenue Receipts of ***State-owned*** *Railways for the year 1934-35.* (*In thousands of rupees.*)

Expenses.					Net Revenue Receipts of State owned Railways. (Cols. 6—13—14).	Percentage of Ordinary Working Expenses on Earnings $\left(\frac{\text{(Cols. 7)} \times 100}{\text{Cols. 2—5}}\right)$	Class and Name of Railway.
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 11—12).	yment to Worked Lines.			
Suspense.	Total. (Cols. 7 to 10).						
10	11	12	13	14	15	16	17
							STATE LINES WORKED BY THE STATE.
..	..	..	..	..	..	..	Aden.
—5,51	12,96,91	1,21,65	11,75,26	7,83	7,10,61	49·79	East Indian.
1,29	5,40,21	93,26	4,46,95	7,72	1,04,60	62·49	Eastern Bengal.
—67	14,58,07	2,24,37	12,33,70	28,81	(*b*)3,28,30	60·43	North Western.
—2,25	10,38,99	1,22,44	9,16,55	25,59	3,35,71	56·19	Great Indian Peninsula.
—1,41	3,19,61	35,90	2,83,71	..	94,49	61·26	Burma.
—8,55	46,53,79	5,97,62	40,56,17	69,95	15,73,71	56·20	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
1,59	1,37,69	..	1,37,69	6,60	48,77	62·99	Assam-Bengal.
—1,38	5,74,12	..	5,74,12	1,29	2,32,39	63·73	Bengal-Nagpur.
..	7,34	..	7,34	..	5,21	58·57	Bezwada Extension and Dhone, Kurnool.
—34	6,81,52	..	6,81,52	27,93	4,69,48	50·13	Bombay, Baroda and Central India.
—4	21,57	..	21,57	1,34	7,76	53·83	Jodhpur-Hyderabad (British Section) (Jodhpur).
—27	30,11	..	30,11	19,21	20,33	40·20	Lucknow-Bareilly (R. & K.).
45	4,42,71	..	4,42,71	29,79	2,76,43	51·28	Madras and Southern Mahratta (excluding Mysore State).
22	3,22,30	..	3,22,30	8,97	2,19,55	52·43	South Indian (including Travancore).
—48	1,59,00	..	1,59,00	1,11,91	75,38	42·70	Tirhoot (B. & N. W.
4	5,01,19	2,68,40	2,32,79	..	—2,32,79	..	Contribution to Depreciation Reserve Fund on account of Company-worked Lines and miscellaneous.
—21	28,77,55	2,68,40	26,09,15	2,07,04	11,22,51	53·42	TOTAL.
—8,76	75,31,34	8,66,02	66,65,32	2,76,99	26,96,22	55·06	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(*b*) N.W. Railway, Commercial .	14,64,11	10,43,91	28,81	3,91,39
N.W. Railway, Military . . .	1,26,70	1,89,79	..	—63,09
Total	15,90,81	12,33,70	28,81	3,28,30

	Rs.
*The total Expenditure on Railways for the year is :—	
Working expenses as per column 13 above	66,65,32
Payment to Worked Lines	2,76,99
Add :—Miscellaneous Railway Expenditure	56,78
Surplus profits paid to companies	51,12
Interest charges as per Statement 4	31,80,06
Total Expenditure. ..	1,02,40,27

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1934-35.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,78	1,81,09	..	1,97,87
3. East Indian (including South Bihar).	2,088,308	..	..	..	2,088,308	2,77,69	3,18,93	4	5,96,66
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,89	4,12,15	..	4,61,04
5. North Western (Military)	..	..	..	..	..	..	1,40,23	..	1,40,23
6. Burma	37,874	..	..	..	37,874	5,05	1,45,17	..	1,50,22
7. Great Indian Peninsula	986,544	..	..	..	986,544	1,31,09	3,08,83	..	4,39,92
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	9,15	..	9,15
9. Total	3,606,880	..	..	..	3,606,880	4,79,50	15,15,55	4	19,95,09
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal	..	45,000	20,427	65,427	65,427	8,72	83,24	..	91,96
11. Bengal-Nagpur	..	105,000	134,705	239,705	239,705	31,96	3,03,73	..	3,35,69
12. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,93	..	1,93
13. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	2,07,69	7,50	2,80,51
14. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	4,05	..	4,05
15. Lucknow-Bareilly (R. & K.)	..	..	(a)22,022	22,022	22,022	2,55	6,85	..	9.40
16. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,46,47	..	2,32,13
17. South Indian	148,053	35,000	104,580	139,580	287,633	38,35	1,37,41	..	1,75,76
18. Travancore (British Section) (S. I.).	..	..	..	..	..	..	64	..	64
19. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,07	..	1,07
20. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	26,52	..	37,23
21. Total	899,366	420,000	502,083	922,083	1,821,449	2,43,27	9,19,60	7,50	11,70,37
Miscellaneous Items									
22. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
23. Other miscellaneous items.	..	..	..	..	..	(b)—73	14,38	..	13,65
Deduct :—									
24. Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways.	..	..	..	..	..	..	9	..	9
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	3	..	3
25. Total	..	..	..	..	..	—73	15,33	..	14,60
26. **Total Central**	4,506,246	420,000	502,083	922,083	5,428,329	7,22,04	24,50,48	7,54	31,80,06
Provincial Railways.									
27. Assam (Jorhat)	..	..	..	..	..	..	44	..	44
28. United Provinces (Distillery Siding).	..	..	..	..	..	..	7	..	7
29. Total Provincial	..	..	..	..	..	..	51	..	51
30. **Grand Total**	4,506,246	420,000	502,083	922,083	5,428,329	7,22,04	24,50,99	7,54	31,80,57

(a) Represents interest on the State share of joint debenture stock

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1933-34 and 1934-35.*

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4 $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I.									
Assam-Bengal	3′ 3⅜″	*1933-34*	*(a)25,34,09*	*††1,73,11*	*1,29,50*	*43,61*	*74·81*	*1·72*	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1934-35	(a)25,41,44	**1,92,08	1,36,10	55,98	70·85	2·20	
Bengal and North-Western	3′ 3⅜″	*1933-34*	*21,69,00*	*3,34,03*	*1,46,86*	*1,87,17*	*43·97*	*8·63*	
		1934-35	21,82,34	3,46,36	1,58,05	1,88,31	45·63	8·63	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1933-34*	*77,63,78*	*7,64,44*	*5,40,08*	*2,24,36*	*70·65*	*2·89*	
		1934-35	77,95,63	8,14,97	5,75,50	2,39,47	70·62	3·07	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1933-34*	*(b)79,69,89*	*11,42,15*	*6,28,51*	*5,13,64*	*55·03*	*6·44*	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1934-35	(b)79,95,39	11,76,00	6,81,86	4,94,14	57·98	6·18	
Burma	3′ 3⅜″	*1933-34*	*35,19,96*	*3,66,47*	*2,80,98*	*85,49*	*76·67*	*2·43*	
		1934-35	35,02,69	3,78,33	2,85,12	93,21	75·36	2·66	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1933-34*	*52,25,43*	*5,20,86*	*4,37,76*	*83,10*	*84·00*	*1·59*	
		1934-35	52,38,85	5,58,14	4,45,67	1,12,47	79·80	2·15	
East Indian	5′ 6″	*1933-34*	*1,44,20,45* (c)	*18,29,58*	*11,64,16*	*6,65,42*	*63·63*	*4·61*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1934-35	1,44,85,80 (c)	18,87,84	11,80,76	7,07,08	62·54	4·88	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1933-34*	*1,25,30,40*	*12,84,58*	*9,34,95*	*3,49,63*	*72·78*	*2·79*	
		1934-35	1,24,89,37	12,75,07	9,18,80	3,56,27	72·06	2·85	
Jodhpur	3′ 3⅜″	*1933-34*	*5,46,26*	*93,76*	*53,56*	*40,20*	*57·12*	*7·36*	
		1934-35	5,70,13	1,07,11	55,60	51,51	51·91	9·03	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1933-34*	*(d)60,19,26*	*‖7,83,53*	*‖4,37,75*	*‖3,45,78*	*‖55·90*	*‖5·74*	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1934-35	(d)60,38,20	‖7,56,89	‖4,48,26	‖3,08,63	‖59·20	‖5·11	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Include Harbour receipts and expenditure.

** Excludes 4 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohangani Railway cross traffic.

†† „ 6 „ „ „ „ „ „ „ „ „ „

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1933-34 and 1934-35* —contd. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*concld.*									
Nizam's State	5′ 6″	*1933-34*	*14,77,56*	*1,33,68*	*68,89*	*64,79*	*51·53*	*6·00*	
		1934-35	14,78,62	1,38,49	69,61	68,88	50·26	6·39	
	3′ 3⅜″	*1933-34*	**	*75,06*	*51,24*	*23,82*	*68·26*	**	
		1934-35	**	75,50	49,86	25,64	66·05	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1933-34*	*1,18,75,08*	*14,00,14*	*10,24,49*	*3,75,65*	*73·17*	*3·16*	
		1934-35	1,17,89,76	14,57,14	10,44,58	4,12,56	71·69	3·50	
North Western (Military)	5′ 6″, and 2′ 6″	*1933-34*	*34,23,56*	*1,26,20*	*1,85,04*	*—58,84*	*146·62*	*—1·72*	
		1934-35	34,06,54	1,26,70	1,89,79	—63,09	149·79	—1·85	
North Western (Total)	..	*1933-34*	*1,52,98,64*	*15,26,34*	*12,09,53*	*3,16,81*	*79·24*	*2·07*	
		1934-35	1,51,96,30	15,83,84	12,34,37	3,49,47	77·94	2·30	
Rohilkund and Kumaon	3′ 3⅜″	*1933-34*	*(b)4,44,60*	*67,38*	*31,87*	*35,51*	*47·30*	*7·99*	(*b*) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1934-35	(*b*)4,50,84	69,80	32,33	37,47	46·31	8·31	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1933-34*	*47,61,52*	*5,40,51*	*3,15,52*	*2,24,99*	*58·37*	*4·73*	
		1934-35	47,68,47	5,52,32	3,22,08	2,30,24	58·31	4·83	
Total Class I Railways	..	*1933-34*	*8,46,80,84*	*96,35,48*	*64,31,16*	*32,04,32*	*66·74*	*3·78*	
		1934-35	8,47,34,07	99,12,74	65,93,97	33,18,77	66·52	3·92	
Class II.									
Barsi Light	2′ 6″	*1933-34*	*1,86,70*	*20,02*	*11,95*	*8,07*	*59·69*	*4·32*	
		1934-35	1,86,51	18,10	11,34	6,76	62·65	3·62	
Bengal Dooars	3′ 3⅜″	*1933-34*	*1,63,73*	*20,06*	*11,77*	*8,29*	*58·67*	*5·06*	
		1934-35	1,64,52	20,57	11,88	8,69	57·77	5·28	
Bhavnagar State	3′ 3⅜″	*1933-34*	*2,27,91*	*34,25*	*19,11*	*15,14*	*55·81*	*6·64*	
		1934-35	2,39,44	36,22	17,93	18,29	49·50	7·64	
Bikaner State	3′ 3⅜″	*1933-34*	*3,63,79*	*36,31*	*24,99*	*11,32*	*68·82*	*3·11*	
		1934-35	3,64,62	38,81	24,93	13,88	64·24	3·81	
Darjeeling Himalayan	2′ 0″	*1933-34*	*1,08,40*	*16,73*	*11,93*	*4,80*	*71·31*	*4·43*	
		1934-35	1,08,51	17,26	11,80	5,46	68·36	5·03	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5 —*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1933-34 and 1934-35* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1933-34*	*1,70,10*	*20,18*	*12,16*	*8,02*	*60·26*	*4.71*	
		1934-35	1,70,57	20,99	12,97	8,02	61·79	4·70	
Gaekwar's Baroda State	3′ 3⅜″	*1933-34*	*1,49,30*	*21,25*	*10,00*	*11,25*	*47·07*	*7·53*	
		1934-35	1,72,94	23,34	13,38	9,96	57·33	5·79	
	2′ 6″	*1933-34*	*3,14,23*	*24,06*	*17,07*	*6,99*	*70·95*	*2·22*	
		1934-35	3,17,53	22,62	17,05	5,57	75·37	1·75	
Gondal	3′ 3⅜″	*1933-34*	*1,57,01*	*25,94*	*13,39*	*12,55*	*51·61*	*7·99*	
		1934-35	1,36,68	24,12	11,14	12,98	46·21	9·49	
Howrah-Amta Light	2′ 0″	*1933-34*	*30,98*	*9,08*	*6,44*	*2,64*	*70.88*	*8·54*	
		1934-35	Shown under Class III Railways.						
Jamnagar Dwarka	3′ 3⅜″	*1933-34*	*1,59,29*	*14,00*	*8,89*	*5,11*	*63·45*	*3·21*	
		1934-35	1,59,27	14,91	8,55	6.36	57·32	4·00	
Junagad State	3′ 3⅜″	*1933-34*	*1,33,04*	*16,10*	*9,07*	*7,03*	*56·33*	*5·29*	
		1934-35	1,40,75	16,87	9,46	7,41	56·05	5·27	
Morvi	3′ 3⅜″	*1933-34*	*82,86*	*16,06*	*10,08*	*5,98*	*62·74*	*7·22*	
		1934-35	1,06,28	17,97	9,84	8,13	54·73	7·65	
Mysore	3′ 3⅜″	*1933-34*	*3,26,25*	*28,71*	*25,33*	*3,38*	*88·20*	*1·03*	
		1934-35	3,31,98	28,36	25,73	2,63	90·73	0·79	
	2′ 6″	*1933-34*	*43,67*	*2,99*	*2,28*	*71*	*76·61*	*1·63*	
		1934-35	43,70	2,94	2,67	27	90·79	0·62	
	2′ 0″	*1933-34*	*12,83*	*52*	*34*	*18*	*65·73*	*1·39*	
		1934-35	12,87	44	35	9	78·81	0·73	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1933-34*	*50,37*	*10,16*	*4,40*	*5,76*	*43·18*	*11·40*	
		1934-35	50,68	8,32	4,37	3,95	52·46	7·80	
Total Class II Railways	..	*1933-34*	*26,80,46*	*3,16,42*	*1,99,20*	*1,17,22*	*62·95*	*4·37*	
		1934-35	27,06,85	3,11,84	1,93,39	1,18,45	62·02	4·38	
Class III.									
Ahmadpur Katwa	2′ 6″	*1933-34*	*20,73*	*1,11*	*98*	*13*	*88·11*	*0·64*	
		1934-35	20,73	1,07	91	16	85·16	0·76	

* † ‡ § For explanations see footnotes on opposite page.

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\dagger}$, *Revenue Earnings and Expenses for the years 1933-34 and 1934-35.*

—contd. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5.}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4.}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class III—*contd.*									
Arrah-Sasaram . . .	2′ 6″	*1933-34*	*25,12*	*3,04*	*2,65*	*39*	*87·08*	*1·56*	
		1934-35	25,18	3,54	(*a*) 2,65	89	74·86	3·53	(*a*) Figure for 1933-34 has been adopted as 1934-35 figure is not available.
Bankura-Damoodar River .	2′ 6″	*1933-34*	*40,17*	*1,61*	*1,41*	*20*	*87·33*	*0·51*	
		1934-35	40,07	1,33	1,31	2	98·29	0·06	
Baraset-Basirhat Light .	2′ 6″	*1933-34*	*25,63*	*5,54*	*4,22*	*1,32*	*76·50*	*5·11*	
		1934-35	25,77	4,96	4,01	95	80·70	3·70	
Bengal Provincial . .	2′ 6″	*1933-34*	*15,18*	*1,21*	*1,12*	*9*	*92·56*	*0·61*	
		1934-35	15,17	1,09	1,01	8	92·36	0·55	
Bukhtiarpur-Bihar Light .	2′ 6″	*1933-34*	*15,20*	*2,08*	*1,73*	*35*	*82·94*	*2·30*	
		1934-35	15,13	3,04	1,89	1,15	61·90	7·60	
Burdwan-Katwa . .	2′ 6″	*1933-34*	*20,40*	*1,60*	*1,29*	*31*	*80·66*	*1·52*	
		1934-35	20,33	1,42	1,17	25	82·17	1·25	
Cutch State . . .	2′ 6″	*1933-34*	*19,53*	*1,68*	*1,08*	*60*	*64·46*	*3·04*	
		1934-35	20,73	2,01	1,29	72	64·09	3·48	
Dehri-Rohtas Light . .	2′ 6″	*1933-34*	*12,48*	*1,70*	*1,03*	*67*	*60·79*	*5·33*	
		1934-35	12,50	2,32	1,29	1,03	55·59	8·24	
Dholpur-State . . .	2′ 6″	*1933-34*	*17,31*	*1,62*	*95*	*67*	*58·71*	*3·87*	
		1934-35	17,32	1,75	1,00	75	57·04	4·60	
Futwah-Islampur . .	2′ 6″	*1933-34*	*19,48*	*1,18*	*89*	*29*	*75 34*	*1·49*	
		1934-35	19,44	1,24	93	31	75·10	1·60	
Gwalior Light . . .	2′ 0″	*1933-34*	*1,21,21*	*7,78*	*5,38*	*2,40*	*69·17*	*1·98*	
		1934-35	1,22,57	7,25	5,98	1,27	82·52	1·03	
Howrah Amta Light . .	2′ 0″	*1933-34*	*Shown*	*under*	*Class II*	*Railways.*			
		1934-35	30,81	9,22	6,26	2,96	67·88	9·50	
Howrah-Sheakhala Light .	2′ 0″	*1933-34*	*8,29*	*1,80*	*1,55*	*25*	*86·03*	*3·04*	
		1934-35	8,27	1,69	1,46	23	86·60	2·70	
Jagadhri Light . .	2′ 0″	*1933-34*	*1,18*	*13*	*12*	*1*	*89·78*	*1·15*	
		1934-35	1,13	13	12	1	91·44	1·02	

* In the case of State-owned railways. †In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$ *Revenue Earnings and Expenses for the years 1933-34 and 1934-35* —concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah . .	2′ 6″	*1933-34*	§§	§§	§§	§§	§§	§§	
		1934-35	§§	§§	§§	§§	§§	§§	
Jorhat (Provincial) . .	2′ 0″	*1933-34*	*13,22*	*1,00*	*1 1,4*	*—41*	*140·43*	*—3·10*	
		1934-35	13,22	1,20	1,38	—18	115·15	—1·36	
Kalighat-Falta . . .	2′ 6″	*1933-34*	*24,17*	*1,76*	*1,74*	*2*	*98·97*	*0·08*	
		1934-35	24,13	1,55	1,61	—6	104·26	—0·25	
Kulasekarapatnam Light .	2′ 0″	*1933-34*	*5,49*	*92*	*86*	*6*	*92·99*	*1·18*	
		1934-35	5,54	74	76	—2	103·64	—0·48	
Matheran Light . .	2′ 0″	*1933-34*	*12,20*	*98*	*81*	*17*	*82·65*	*1·39*	
		1934-35	12,34	88	61	27	69·32	2·19	
Porbandar State . .	3′ 3 3/8″	*1933-34*	*28,16*	*3,11*	*1,81*	*1,30*	*58.34*	*4·60*	
		1934-35	28,67	3,32	1,92	1,40	57·74	4·90	
Tenpore-Balipara Light .	2′ 6″	*1933-34*	*4,87*	*1,55*	*1,06*	*49*	*68·71*	*10·06*	
		1934-35	4,87	1,53	1,15	38	75·17	7·74	
Trivellore Light . .	2′ 0″	*1933-34*	*1,16*	*2*	*3*	*—1*	*148·90*	*—0·86*	
		1934-35	1,18	1	3	—2	267·10	—1·70	
Udaipur-Chitorgarh . .	3′ 3 3/8″	*1933-34*	*99,40*	*6,17*	*4,09*	*2,08*	*66·20*	*2·31*	
		1934-35	1,13,84	6,02	4,13	1,89	68·76	1·65	
Total Class III Railways	..	*1933-34*	*5,50,52*	*47,59*	*36,21*	*11,38*	*76·09*	*2·04*	
		1934-35	5,98,94	57,31	42,87	14,44	74.80	2·41	
Other items not included in the preceding heads (*a*).	..	*1933-34*	*5,29,35*	*—41,84*	*2,87,58*	*—3,29,42*	..	..	
		1934-35	5,07,46	—82	2,30,13	—2,30,95	..	..	
Grand Total .	..	*1933-34*	*8,84,41,23* (*b*)	*99,57,65*	*69,54,15*	*30,03,50*	*69·84*	*3·40*	
		1934-35	8,85,47,32	1,02,81,07	70,60,36	32,20,71	68·67	3·64	

* † ‡ § — For explanations see footnotes on opposite page.

§§ Figures not available.

(*a*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees):—

	Capital at charge.
Coal Department	1,95,76
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,78,05
United Provinces (Distillery siding)	1,39
Total	5,07,46

Gross Earnings.

+36	Gross earnings of Bezwada and Dhone Kurnool Railways
—1,20	Gross earnings of Jorhat (Provincial) Railway.
+2	Due to rounding off.
—82	

Working Expenses.

+1,43	Adjustment of Tirhoot Rly.
—1,95	Working expenses of R. & K. Rly.
+14	Working expenses of Bezwada and Dhone-Kurnool Railways.
+2,32,75	Contribution to Depreciation Reserve Fund on account of Company-worked lines.
—1,38	Working expenses of Jorhat (Provincial) Railway.
—85	Charges on worked lines of M. & S. M. Rly.
—1	Due to rounding off.
+2,30,13	

(*b*)

	1933-34	1934-35
State-owned ..	7,95.20.88	7,95,44,16
Other than State-owned ..	89,20,35	90,03,16
Total ..	8,84,41,23	8,85,47,32

6.—*Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35.*

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total ods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3′ 3⅜″	*1933-34*	*56,16*	*8,62*	*64,71*	*98,00*	*88*	*98,69*	*22*	*9,49*	*1,73,11*
		1934-35	54,49	9,30	63,71	1,13,61	1,03	1,14,47	24	13,66	1,92,08
Bengal and North-Western	3′ 3⅜″	*1933-34*	*1,24,74*	*12,23*	**1,31,63*	*2,11,60*	*1,89*	**1,98,18*	*54*	*3,68*	*3,34,03*
		1934-35	1,29,45	13,14	*1,36,99	2,18,49	2,11	*2,05,28	51	3,58	3,46,36
Bengal-Nagpur	5′ 6″	*1933-34*	*1,41,50*	*28,91*	*1,70,39*	*5,33,44*	*2,03*	*5,34,35*	*31*	*26,34*	*7,31,39*
		1934-35	1,46,64	29,25	1,75,80	5,81,21	3,99	5,84,36	31	21,79	7,82,26
	2′ 6″	*1933-34*	*12,75*	*1,22*	*13,96*	*17,85*	*38*	*18,18*	*6*	*85*	*33,05*
		1934-35	12,78	1,24	14,02	17,74	33	18,01	5	63	32,71
Bombay, Baroda and Central India.	5′ 6″	*1933-34*	*2,02,89*	*47,28*	*2,50,13*	*3,95,88*	*—3,23*	*3,91,37*	*50*	*13,98*	*6,55,98*
		1934-35	2,03,98	50,23	2,54,16	3,98,66	—2,13	3,95,16	49	14,16	6,63,97
	3′ 3⅜″	*1933-34*	*1,71,89*	*20,12*	*1,91,96*	*2,76,71*	*1,09*	*2,76,45*	*51*	*7,15*	*4,76,07*
		1934-35	1,75,91	20,82	1,96,65	2,97,25	1,18	2,96,97	54	8,09	5,02,25
	2′ 6″	*1933-34*	*4,79*	*30*	*5,09*	*4,85*	..	*4,83*	*3*	*15*	*10,10*
		1934-35	4,64	30	4,94	4,61	1	4,58	3	23	9,78
Burma	3′ 3⅜″	*1933-34*	*86,59*	*12,36*	*98,86*	*2,52,03*	*41*	*2,52,18*	*32*	*15,11*	*3,66,47*
		1934-35	88,42	12,57	1,00,92	2,65,35	45	2,65,50	33	11,58	3,78,33
Eastern Bengal	5′ 6″	*1933-34*	*1,12,49*	*22,46*	*1,34,87*	*1,98,62*	*1,60*	*1,99,98*	*23*	*6,45*	*3,41,53*
		1934-35	1,18,21	26,28	1,44,40	2,10,94	8,19	2,18,79	20	12,20	3,75,59
	3′3⅜″ and 2′ 6″	*1933-34*	*60,85*	*6,93*	*67,73*	*1,05,22*	*66*	*1,05,77*	*19*	*5,64*	*1,79,33*
		1934-35	61,10	8,29	69,34	1,07,78	69	1,08,32	18	4,71	1,82,55
East Indian	5′ 6″	*1933-34*	*4,80,70*	*76,03*	*5,56,73*	*12,04,48*	*3,72*	*12,08,13*	*1,20*	*63,52*	**18,29,58*
		1934-35	5,02 47	71,64	5,74,10	12,70,87	4,09	12,74,88	1,18	37,68	*18,87,84
Great Indian Peninsula	5′ 6″	*1933-34*	*3,33,43*	*90,66*	*4,23,46*	*8,19,28*	*5,59*	*8,23,04*	*1,02*	*27,78*	*12,75,30*
		1934-35	3,20,51	88,37	4,08,17	8,25,77	4,69	8,29,14	1,01	28,21	12,66,53
	2′ 6″	*1933-34*	*3,08*	*42*	*3,50*	*5,71*	*3*	*5,72*	*1*	*5*	*9,28*
		1934-35	3,06	37	3,43	5,08	3	5,09	1	1	8,54
Jodhpur	3′ 3⅜″	*1933-34*	*32,94*	*5,08*	*38,00*	*50,41*	*16*	*50,39*	*13*	*5,24*	*93,76*
		1934-35	36,88	5,13	41,99	59,42	18	59,44	14	5,54	1,07,11
Madras and Southern Mahratta.	5′ 6″	*1933-34*	*1,38,67*	*28,67*	*1,67,26*	*2,53,13*	*80*	*2,53,53*	*20*	*14,02*	*4,35,01*
		1934-35	1,36,38	28,81	1,65,05	2,50,17	86	2,50,69	17	14,36	4,30,27
	3′ 3⅜″	*1933-34*	*87,75*	*16,53*	*1,04,20*	*‡2,23,18*	*84*	*2,34,54*	*24*	*9,54*	*‡3,48,52*
		1934-35	84,64	16,01	1,00,60	‡2,08,94	93	2,19,06	25	6,71	‡3,26,62
Nizam's State	5′ 6″	*1933-34*	*30,83*	*8,91*	*39,66*	*91,27*	*57*	*91,61*	*34*	*2,07*	*1,33,68*
		1934-35	30,66	9,25	39,83	95,72	57	96,15	36	2,15	1,38,49
	3′ 3⅜″	*1933-34*	*26,42*	*3,40*	*29,79*	*43,61*	*31*	*43,84*	*22*	*1,21*	*75,06*
		1934-35	26,37	3,26	29,62	44,24	29	44,46	24	1,18	75,50

* *Excluding the Cawnpore-Burhwal* (3 3⅜″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and totals with the sundry earnings of the E. I. Railway.

‡ Includes Harbour receipts and expenditure.

6.—*Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds).
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.
CLASS I—*contd.*											
North Western (Commercial)	5′ 6″	*1933-34*	§	§	§	*8,20,49*	*6,12*	*8,25,51*	*1,80*	*41,91*	*13,72,24*
		1934-35	§	§	§	8,82,41	5,53	8,85,99	1,58	43.98	14,28,72
	2′ 6″	*1933-34*	§	§	§	*14,17*	*34*	*14,50*	*3*	*38*	*27,90*
		1934-35	§	§	§	15,20	40	15,57	3	32	28,42
North Western (Military)	5′ 6″	*1933-34*	§	§	§	*72,05*	*42*	*72,37*	*18*	*2,78*	*1,21,52*
		1934-35	§	§	§	72,75	44	73,03	16	4,59	1,21,93
	2′ 6″	*1933-34*	§	§	§	*2,58*	*4*	*2,61*	*1*	*13*	*4,68*
		1934-35	§	§	§	2,49	3	2,51	1	31	4,77
North Western (Total)	5′ 6″ & 2′ 6″	*1933-34*	*4,74,42*	*90,02*	*5,64,13*	*9,09,29*	*6,92*	*9,14,99*	*2,02*	*45,20*	*15,26,34*
		1934-35	4,71,36	84,76	5,55,76	9,72,85	6,40	9,77,10	1,78	49,20	15,83,84
Rohilkund and Kumaon	3′ 3⅜″	*1933-34*	*23,55*	*3,17*	*26,70*	*38,31*	*29*	*38,41*	*7*	*2,20*	*67,38*
		1934-35	23,96	3,04	26,98	40,43	39	40,65	7	2,10	69,80
South Indian	5′ 6″	*1933-34*	*58,45*	*10,37*	*68,79*	*87,82*	*39*	*88,08*	*8*	*2,62*	*1,59,57*
		1934-35	59,71	10,86	70,55	97,69	50	98,03	9	2,62	1,71,29
	3′ 3⅜″	*1933-34*	*1,86,82*	*15,47*	*2,02,18*	*1,60,75*	*2,20*	*1,62,64*	*30*	*13,58*	*3,78,70*
		1934-35	1,83,49	15,24	1,98,60	1,66,67	2,29	1,68,66	30	11,19	3,78,75
	2′ 6″	*1933-34*	*99*	*7*	*1,06*	*1,14*	*1*	*1,15*	..	*3*	*2,24*
		1934-35	86	6	93	1,32	1	1,33	Nil	2	2,28
Total Class I Railways	..	*1933-34*	*28,52,70*	*5,09,23*	*33,54,79*	*59,82,58*	*27,54*	*59,96,05*	*8,74*	*2,75,90*	*96,35,48*
		1934-35	28,75,97	5,08,22	33,76,54	62,54,81	37,08	62,76,12	8,48	2,51,60	99,12,74
CLASS II.*											
Barsi Light	2′ 6″	*1933-34*	*7,98*	*1,03*	*9,01*	*10,48*	*8*	*10,56*	*3*	*42*	*20,02*
		1934-35	7,02	88	7,90	9,70	8	9,78	4	38	18,10
Bengal Dooars	3′ 3⅜″	*1933-34*	*3,50*	*72*	*4,22*	*15,57*	*3*	*15,60*	*2*	*22*	*20,06*
		1934-35	3,46	71	4,17	16,13	4	16,17	2	21	20,57
Bhavnagar State	3′ 3⅜″	*1933-34*	*14,48*	*1,55*	*16,03*	*17,03*	*8*	*17,11*	*46*	*65*	*34,25*
		1934-35	15,29	1,60	16,89	17,43	7	17,50	54	1,29	36,22
Bikaner State	3′ 3⅜″	*1933-34*	*15,05*	*1,74*	*16,79*	*18,24*	*6*	*18,30*	*19*	*1,03*	*36,31*
		1934-35	16,43	1,82	18,25	19,51	7	19,58	19	79	38,81
Darjeeling-Himalayan	2′ 0″	*1933-34*	*2,95*	*1,92*	*4,87*	*11,64*	*3*	*11,67*	*2*	*17*	*16,73*
		1934-35	2,70	2,06	4,76	12,28	3	12,31	2	17	17,26
Dibru-Sadiya	3′ 3⅜″	*1933-34*	*4,58*	*69*	*5,27*	*14,45*	*3*	*14,48*	*2*	*41*	*20,18*
		1934-35	4,32	67	4.99	15,54	3	15,57	2	41	20,99
Gaekwar's Baroda State	3′ 3⅜″	*1933-34*	*12,83*	*81*	*13,64*	*7,44*	*2*	*7,46*	*3*	*12*	*21,25*
		1934-35	13,48	95	14,43	8,58	3	8,61	4	26	23,34
	2′ 6″	*1933-34*	*10,66*	*70*	*11,36*	*11,80*	*8*	*11,88*	*13*	*69*	*24,06*
		1934-35	10,26	53	10,79	10,89	—2	10,87	13	83	22,62
Gondal	3′ 3⅜″	*1933-34*	*10,64*	*1,10*	*11,74*	*11,54*	*5*	*11,59*	*11*	*2,50*	*25,94*
		1934-35	9,85	97	10,82	11,48	4	11,52	14	1,64	24,12

* Excludes refunds.

§ Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds)
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Tota coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Howrah-Amta Light	2′ 0″	*1933-34*	*7,08*	*32*	*7,40*	*1,62*	*Nil*	*1,62*	*Nil*	*6*	*9,08*
		1934-35			Shown	under Class III Railways.					
Jamnagar Dwarka	3′ 3⅜″	*1933-34*	*5,98*	*55*	*6,53*	*6,60*	*2*	*6,62*	*4*	*81*	*14,00*
		1934-35	6,38	60	6,98	7,09	10	7,19	5	69	14,91
Junagad State	3′ 3⅜″	*1933-34*	*7,26*	*68*	*7,94*	*7,45*	*2*	*7,47*	*5*	*64*	*16,10*
		1934-35	7,65	60	8,25	8,01	3	8,04	7	51	16,87
Morvi	3′ 3⅜″	*1933-34*	*7,66*	*1,27*	*8,93*	*6,69*	*Nil*	*6,69*	*9*	*35*	*16,06*
		1934-35	8,36	1,38	9,74	7,69	1	7,70	12	41	17,97
Mysore	3′ 3⅜″	*1933-34*	*15,44*	*1,23*	*16,67*	*11,30*	*20*	*11,50*	*1*	*53*	*28,71*
		1934-35	14,77	1,18	15,95	11,60	19	11,79	1	61	28,36
	2′ 6″	*1933-34*	*1,76*	*8*	*1,84*	*1,12*	*2*	*1,14*	*Nil*	*1*	*2,99*
		1934-35	1,81	6	1,87	1,05	1	1,06	Nil	1	2,94
	2′ 0″	*1933-34*	*12*	*1*	*13*	*39*	*Nil*	*39*	*Nil*	*Nil*	*52*
		1934-35	12	1	13	31	Nil	31	Nil	Nil	44
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1933-34*	*4,75*	*20*	*4,95*	*5,09*	*4*	*5,13*	*Nil*	*8*	*10,16*
		1934-35	4,77	16	4,93	3,28	3	3,31	Nil	8	8,32
Total Class II Railways	..	*1933-34*	*1,32,72*	*14,60*	*1,47,32*	*1,58,45*	*76*	*1,59,21*	*1,20*	*8,69*	*3,16,42*
		1934-35	1,26,67	14,18	1,40,85	1,60,57	74	1,61,31	1,39	8,29	3,11,84
CLASS III.											
Aden	3′ 3⅜″	*1933-34*	*	*	*	*	*	*	*	*	*
		1934-35	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1933-34*	*81*	*2*	*83*	*26*	*Nil*	*26*	*Nil*	*2*	*1,11*
		1934-35	82	3	85	20	Nil	20	Nil	2	1,07
Arrah-Sasaram	2′ 6″	*1933-34*	*2,04*	*8*	*2,12*	*91*	*—3*	*88*	*Nil*	*4*	*3,04*
		1934-35	2,04	5	2,09	1,37	Nil	1,37	Nil	8	3,54
Bankura Damoodar River	2′ 6″	*1933-34*	*84*	*3*	*87*	*71*	*Nil*	*71*	*Nil*	*3*	*1,61*
		1934-35	79	3	82	48	Nil	48	Nil	3	1,33
Baraset-Basirhat Light	2′ 6″	*1933-34*	*3,85*	*48*	*4,33*	*1,16*	*Nil*	*1,16*	*Nil*	*5*	*5,54*
		1934-35	3,51	32	3,83	1,09	Nil	1,09	Nil	4	4,96
Bengal Provincial	2′ 6″	*1933-34*	*73*	*5*	*78*	*29*	*Nil*	*29*	*1*	*13*	*1,21*
		1934-35	72	5	77	16	Nil	16	..	16	1,09
Bukhtiarpur-Bihar Light	2′ 6″	*1933-34*	*1,38*	*5*	*1,43*	*77*	*—15*	*62*	*Nil*	*3*	*2,08*
		1934-35	1,90	10	2,00	1,02	—3	99	Nil	5	3,04
Burdwan Katwa	2′ 6″	*1933-34*	*1,10*	*6*	*1,16*	*38*	*Nil*	*38*	*Nil*	*6*	*1,60*
		1934-35	1,08	5	1,13	26	Nil	26	Nil	3	1,42
Cutch State	2′ 6″	*1933-34*	*89*	*16*	*1,05*	*47*	*12*	*59*	*Nil*	*4*	*1,68*
		1934-35	1,05	18	1,23	62	14	76	Nil	2	2,01

* Information not available due to the closing of the Railway from 1st August 1929.

6.—*Details of Gross Earnings of each Railway System for the years 1933-34 and 1934-35*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri-Rohtas Light	2′ 6″	*1933-34*	*21*	*1*	*22*	*1,39*	*1*	*1,40*	*1*	*7*	*1,70*
		1934-35	22	1	23	1,97	5	2,02	1	6	2,32
Dholpur-State	2′ 6″	*1933-34*	*47*	*1*	*48*	*1,13*	*Nil*	*1,13*	*Nil*	*1*	*1,62*
		1934-35	46	1	47	1,26	Nil	1,26	1	1	1,75
Futwah-Islampur	2′ 6″	*1933-34*	*85*	*2*	*87*	*28*	*1*	*29*	*Nil*	*2*	*1,18*
		1934-35	86	3	89	31	—2	29	Nil	6	1,24
Gwalior Light	2′ 0″	*1933-34*	*3,36*	*20*	*3,56*	*3,98*	*3*	*4,01*	*9*	*12*	*7,78*
		1934-35	3,20	14	3,34	3,59	2	3,61	10	20	7,25
Howrah Amta Light	2′ 0″	*1933-34*	*Shown under Class II Railways.*								
		1934-35	7,20	33	7,53	1,63	Nil	1,63	Nil	6	9,22
Howrah-Sheakhala Light	2′ 0″	*1933-34*	*1,12*	*32*	*1,44*	*35*	*Nil*	*35*	*Nil*	*1*	*1,80*
		1934-35	1,05	30	1,35	33	Nil	33	Nil	1	1,69
Jagadhri Light	2′ 0″	*1933-34*	*4*	..	*4*	*9*	*Nil*	*9*	*Nil*	..	*13*
		1934-35	5	..	5	8	Nil	8	Nil	..	13
Jessore-Jhenidah	2′ 6″	*1933-34*	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2′ 0″	*1933-34*	†	†	†	†	†	†	†	†	*1,00*
		1934-35	†	†	†	†	†	†	†	†	1,20
Kalighat-Falta	2′ 6″	*1933-34*	*1,17*	*2*	*1,19*	*49*	*Nil*	*49*	*Nil*	*8*	*1,76*
		1934-35	1,10	2	1,12	36	Nil	36	Nil	7	1,55
Kulasekarapatnam Light	2′ 0″	*1933-34*	*55*	..	*55*	*37*	*Nil*	*37*	*Nil*	*Nil*	*92*
		1934-35	47	..	47	27	Nil	27	Nil	Nil	74
Matheran Light	2′ 0″	*1933-34*	*71*	*12*	*83*	*15*	*Nil*	*15*	*Nil*	*Nil*	*98*
		1934-35	61	13	74	15	—1	14	Nil	Nil	88
Porbandar State	3′ 3⅜″	*1933-34*	*1,17*	*14*	*1,31*	*1,29*	*5*	*1,34*	*4*	*42*	*3,11*
		1934-35	1,23	14	1,37	1,34	4	1,38	9	48	3,32
Tezpore-Balipara Light	2′ 6″	*1933-34*	*59*	*11*	*70*	*77*	*Nil*	*77*	*1*	*7*	*1,55*
		1934-35	55	11	66	79	Nil	79	1	7	1,53
Trivellore Light	2′ 0″	*1933-34*	*2*	†	*2*	†	†	†	†	†	*2*
		1934-35	1	†	1	†	†	†	†	†	1
Udaipur-Chitorgarh	3′ 3⅜″	*1933-34*	*3,58*	*41*	*3,99*	*2,06*	*2*	*2,08*	*3*	*7*	*6,17*
		1934-35	3,41	61	4,02	1,88	2	1,90	3	7	6,02
Total Class III Railways		*1933-34*	*25,48*	*2,29*	*27,77*	*17,30*	*6*	*17,36*	*19*	*1,27*	*47,59*
		1934-35	32,33	2,64	34,97	19,16	21	19,37	25	1,52	57,31
Other items not included in the preceding heads.§		*1933-34*	..	..	..	..		..	..	..	*—41,84*
		1934-35	..	..	..	..	..	..	..	..	—82
GRAND TOTAL	..	*1933-34*	*(a) 30,10,90*	*(a) 5,26,12*	*35,29,88*	*(a) 61,58,33*	*(a) 28,36*	*61,72,62*	*10,13*	*2,85,86*	*99,57,65*
		1934-35	(a) 30,34,97	(a) 5,25,04	35,52,36	(a) 64,34,54	(a) 38,03	64,56,80	10,12	2,61,41	1,02,81,07

† Information not furnished.

(*a*) Includes refunds in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

§ For details see foot-note in statement No. 5 for the year concerned.

‡ Figures not available.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1933-34* .	*37,42*	*21·62*	*30,77*	*17·77*	*10,72*	*6·19*	..	..
		1934-35 .	42,10	21·92	31,21	16·25	11,81	6·15	..	.
Bengal and North-Western	3′ 3⅜″	*1933-34* .	*34,91*	*10·45*	*40,80*	*12·22*	*11,60*	*3·47*	..	.
		1934-35 .	43,82	12·65	40,87	11·80	11,46	3·31	..	..
Bengal-Nagpur	5′ 6″	*1933-34* .	*1,09,71*	*15·00*	*1,34,69*	*18·42*	*62,78*	*8·58*	..	..
		1934-35 .	1,14,79	14·67	1,46,62	18·74	86,24	11·02	..	..
	2′ 6″	*1933-34* .	*13,41*	*40·59*	*12,41*	*37·54*	*4,23*	*12·80*	..	..
		1934-35 .	11,30	34·54	11,78	36·00	4,45	13·60	..	..
Bombay, Baroda and Central India.	5′ 6″	*1933-34* .	*60,97*	*9·29*	*91,13*	*13·89*	*40,31*	*6·15*	*32,38*	*4·94*
		1934-35 .	84,72	12·76	1,02,69	15·47	57,11	8·60	31,72	4·78
	3′ 3⅜″	*1933-34* .	*51,89*	*10·90*	*91,24*	*19·16*	*32,44*	*6·81*	*10,44*	*2·19*
		1934-35 .	48,04	9·56	94,88	18·89	37,15	7·40	10,24	2·04
	2′ 6″	*1933-34* .	*2,30*	*22·77*	*2,47*	*24·46*	*53*	*5·28*	*7*	*0·66*
		1934-35 .	2,05	20·94	2,86	29·21	68	6·89	12	1·22
Burma	3′ 3⅜″	*1933-34* .	*85,69*	*23·38*	*80,54*	*21·97*	*30,37*	*8·29*	..	..
		1934-35 .	91,08	24·07	80,81	21·36	30,62	8·09	..	..
Eastern Bengal	5′ 6″	*1933-34* .	*81,26*	*23·80*	*68,14*	*20·00*	*40,77*	*11·90*	..	..
		1934-35 .	81,26	21·60	73,75	19·60	41,66	11·10	..	..
	3′ 3⅜″	*1933-34* .	*38,98*	*21·90*	*32,39*	*18·20*	*22,21*	*12·50*	..	..
		1934-35 .	38,40	21·20	34,30	18·90	22,99	12·70	..	..
	2′ 6″	*1933-34* .	*37*	*29·90*	*50*	*40·30*	*21*	*16·90*	..	.
		1934-35 .	44	33·70	53	41·20	22	17·40	..	.
East Indian	5′ 6″	*1933-34* .	*2,59,13*	*14·16*	*3,32,76*	*18·19*	*1,90,15*	*10·39*	..	..
		1934-35 .	2,61,90	13·87	3,21,85	17·05	1,94,21	10·29	..	..
Great Indian Peninsula	5′ 6″†	*1933-34* .	*2,04,54*	*16·02*	*2,43,48*	*19·08*	*1,28,24*	*10·05*	*92,24*	*7·23*
		1934-35 .	2,10,92	16·64	2,32,75	18·37	1,24,10	9·79	95,31	7·52
	2′ 6″‡	*1933-34* .	*1,02*	*12·41*	*1,57*	*19·00*	*31*	*3·77*	..	..
		1934-35 .	85	11·08	1,44	18·78	54	6·95	..	..
Jodhpur	3′ 3⅜″	*1933-34* .	*11,40*	*12·15*	*15,29*	*16·31*	*5,87*	*6·26*	..	..
		1934-35 .	12,42	11·60	15,78	14·73	5,57	5·20	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve fund as the case may be.
† Including Darwha Pusad Railway (2′ 6″ Gauge).
‡ Excluding Darwha Pusad Railway.

system for the years 1933-34 and 1934-35. (In thousands of rupees.)

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
6,60	*3·81*	*23,92*	*13·82*	*11,91*	*6·88*	*8,16*	*4·72*	*1,29,50*	*74·81*	Assam-Bengal.
7,54	3·92	22,53	11·73	12,01	6·25	8,90	4·63	1,36,10	70·85	
7,63	*2·29*	*28,64*	*8·57*	*15,93*	*4·77*	*7,35*	*2·20*	*1,46,86*	*43·97*	Bengal and North Western.
7,72	2·23	29,61	8·55	15,13	4·37	9,44	2·72	1,58,05	45·63	
6,49	*0·88*	*95,45*	*13·06*	*42,87*	*5·86*	*47,75*	*6·53*	*4,99,74*	*68·33*	Bengal-Nagpur.
7,00	0·90	94,69	12·11	42,95	5·49	44,71	5·72	5,37,00	68·65	
..	..	*5,80*	*17·53*	*3,17*	*9·58*	*1,32*	*4·00*	*40,34*	*122·04*	
..	..	6,49	19·85	3,17	9·70	1,31	3·99	38,50	117·68	
..	..	*69,61*	*10·61*	*28,25*	*4·31*	*28,36*	*4·32*	*3,51,01*	*53·51*	Bombay, Baroda and Central India.
..	..	69,23	10·43	28,13	4·23	26,82	4·04	4,00,42	60·31	
..	..	*42,45*	*8·92*	*23,59*	*4·96*	*18,17*	*3·82*	*2,70,22*	*56·76*	
..	..	42,24	8·41	23,61	4·70	17,64	3·51	2,73,80	54·51	
...	..	*1,20*	*11·94*	*54*	*5·36*	*17*	*1·63*	*7,28*	*72·10*	
...	..	1,19	12·22	56	5·81	18	1·87	7,64	78·16	
3,33	*0·91*	*43,53*	*11·88*	*18,29*	*4·99*	*19,23*	*5·25*	*2,80,98*	*76·67*	Burma.
2,63	0·70	43,15	11·41	18,16	4·80	18,67	4·93	2,85,12	75·36	
..	..	*54,36*	*15·90*	*22,95*	*6·72*	*24,96*	*7·31*	*2,92,44*	*85·63*	Eastern Bengal.
..	..	52,87	14·10	24,17	6·44	23,44	6·24	2,97,15	79·10	
4,79	*2·69*	*26,79*	*15·00*	*9,53*	*5·35*	*9,33*	*5·24*	*1,44,02*	*80·88*	
5,06	2·79	27,62	15·20	9,40	5·18	9,22	5·09	1,46,99	81·10	
..	..	*17*	*13·70*	*4*	*3·23*	*1*	*0·81*	*1,30*	*104·84*	
..	..	22	16·90	7	5·42	5	3·75	1,53	118·40	
1,75	*0·10*	*2,18,13*	*11·92*	*75,56*	*4·13*	*86,68*	*4·74*	*11,64,16*	*63·63*	East Indian.
1,59	0·08	2,32,44	12·31	80,80	4·28	87,97	4·66	11,80,76	62·54	
..	..	*1,36,39*	*10·68*	*62,89*	*4·93*	*63,45*	*4·97*	*9,31,23*	*72·96*	Great Indian Peninsula.
..	..	1,30,42	10·29	61,76	4·87	60,08	4·74	9,15,34	72·22	
..	..	*67*	*8·09*	*6*	*0·68*	*9*	*1·05*	*3,72*	*45·90*	
..	..	51	6·60	4	0·66	8	0·93	3,46	45·00	
..	..	*9,11*	*9·72*	*5,65*	*6·02*	*6,24*	*6·66*	*53,56*	*57·12*	Jodhpur.
..	..	9,44	8·81	5,78	5·40	6,61	6·17	55,60	51·91	

7.—Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta,	5′ 6″	*1933-34* .	*56,43*	*13·00*	*87,52*	*20·10*	*26,32*	*6·05*	..	..
		1934-35 .	52,52	12·20	87,67	20·40	43,29	10·10	..	..
	3′ 3⅜″	*1933-34* .	*35,75*	*10·20*	*67,26*	*19·30*	*20,28*	*5·81*	..	..
		1934-35 .	43,32	13·30	62,57	19·20	16,56	5·07	..	..
Nizam's State . .	5′ 6″	*1933-34* .	*16,63*	*12·44*	*19,11*	*14·30*	*8,90*	*6·65*	..	..
		1934-35 .	16,75	12·09	20,42	14·74	8,66	6·26	..	..
	3′ 3⅜″	*1933-34* .	*12,13*	*16·16*	*14,29*	*19·04*	*5,47*	*7·29*	..	..
		1934-35 .	12,14	16·09	13,79	18·26	5,46	7 23	..	..
North Western (Commercial).	5′ 6″	*1933-34* .	*2,67,18*	*19·47*	*2,99,73*	*21·84*	*1,37,17*	*10·00*	..	..
		1934-35 .	2,74,44	19·21	3,02,13	21·14	1,42,30	9·96	..	..
	2′ 6″	*1933-34* .	*12,59*	*43·30*	*11,41*	*38·85*	*4,46*	*15·13*	..	..
		1934-35 .	13,73	48·31	14,63	51·47	4,99	17·57	..	..
North Western (Military)	5′ 6″	*1933-34* .	*54,94*	*45·21*	*53,53*	*44·05*	*18,99*	*15·63*	..	..
		1934-35 .	56,65	46·46	56,22	46·11	19,74	16·19	..	..
	2′ 6″	*1933-34* .	*8,83*	*188·34*	*4,54*	*96·83*	*1,55*	*33·21*	..	..
		1934-35 .	8,77	183·65	4,82	100·79	1,68	35·10	..	..
North Western (Total) .	..	*1933-34* .	*3,43,54*	*22·51*	*3,69,21*	*24·19*	*1,62,17*	*10·62*	..	..
		1934-35 .	3,53,59	22·33	3,77,80	23·86	1,68,71	10·65	..	..
Rohilkund and Kumaon .	3′ 3⅜″	*1933-34* .	*7,82*	*11·60*	*9,76*	*14·48*	*3,79*	*5·62*	..	..
		1934-35 .	8,29	11·87	9,39	13·46	4,36	6·24	..	..
South Indian . .	5′ 6″	*1933-34* .	†	†	†	†	†	†	..	..
		1934-35 .	†	†	†	†	†	†	..	..
	3′ 3⅜″	*1933-34* .	*‡66,64*	*‡12·33*	*‡1,07,10*	*‡19·81*	*‡29,22*	*‡5·41*	*4,99*	*0·92*
		1934-35 .	‡68,80	‡12·46	‡1,08,41	‡19·63	‡30,95	‡5·60	3,95	0·72
	2′ 6″	*1933-34* .	†	†	†	†	†	†	..	..
		1934-35 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1933-34* .	*15,31,94*	*15·90*	*18,52,43*	*19·22*	*8,36,89*	*8·69*	*1,40,12*	*1·45*
		1934-35 .	15,99,50	16·14	18,72,17	18·88	9,06,80	9·14	1,41,34	1·43

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Included with 3′ 3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.

System for the years 1933-34 and 1934-35. (*In thousands of rupees.*)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I—*concld.*
..	..	*35,46*	*8·15*	*21,50*	*4·94*	*20,43*	*4·70*	*2,47,66*	*56·94*	Madras and Southern Mahratta.
..	..	35,49	8·25	20,56	4·78	20,73	4·82	2,60,26	60·50	
5,67	*1·63*	*29,71*	*8·53*	*17,44*	*5·00*	*13,98*	*4·01*	*1,90,09*	*54·48*	
5,15	1·58	30,46	9·32	16,90	5·17	13,04	4·00	1,88,00	57·60	
..	..	*10,55*	*7·89*	*7,97*	*5·96*	*5,73*	*4·29*	*68,89*	*51·53*	Nizam's State.
..	..	10,98	7·93	8,26	5·96	4,54	3·28	69,61	50·26	
..	..	*8,01*	*10·66*	*7,01*	*9·34*	*4,33*	*5·77*	*51,24*	*68·26*	
..	..	8,00	10·59	7,17	9·50	3,30	4·38	49,86	66.05	
..	..	*1,53,61*	*11·19*	*73,23*	*5·34*	*57,35*	*4·18*	*9,88,27*	*72·02*	North Western (Commercial).
..	..	1,54,75	10·83	71,69	5·02	56,27	3·94	10,01,58	70·10	
37	*1·33*	*5,06*	*17·13*	*1,43*	*4·66*	*90*	*2·83*	*36,22*	*123·23*	
34	1·20	5,67	19·94	1,59	5·60	2,05	7·20	43,00	151·29	
..	..	*19,65*	*16·17*	*11,85*	*9·75*	*7,71*	*6·34*	*1,66,67*	*137·15*	North Western (Military).
..	..	19,78	16·23	11,59	9·50	7,15	5·87	1,71,13	140·36	
7	*1·44*	*1,96*	*41·86*	*99*	*21.15*	*43*	*9·07*	*18,37*	*391·90*	
7	1·41	1,95	40·76	90	18·92	47	9·86	18,66	390·49	
44	*0·03*	*1,80,28*	*11·81*	*87,50*	*5·73*	*66,39*	*4·35*	*12,09,53*	*79·24*	North Western (Total).
41	0·02	1,82,15	11·50	85,77	5·42	65,94	4·16	12,34,37	77·94	
..	..	*6,03*	*8·96*	*4,24*	*6·29*	*23*	*0·35*	*31,87*	*47·30*	Rohilkund and Kumaon.
..	..	4,48	6·42	4,02	5·75	1,79	2·57	32,33	46·31	
†	†	†	†	†	†	†	†	*90,24*	*56·55*	South Indian.
†	†	†	†	†	†	†	†	92,15	53·80	
‡*2,94*	‡*0·54*	‡*51,13*	‡*9·46*	‡*31,07*	‡*5·75*	‡*22,43*	‡*4·15*	*2,21,56*	*58·51*	
‡3,12	‡0·56	‡49,83	‡9·02	‡29,99	‡5·43	‡27,03	‡4·89	2,26,17	59·71	
†	†	†	†	†	†	†	†	*3,72*	*166·07*	
†	†	†	†	†	†	†	†	3,76	165·00	
39,64	*0·41*	*10,77,39*	*11·18*	*4,97,96*	*5·17*	*4,54,79*	*4·72*	*64,31,16*	*66·74*	TOTAL CLASS I RAILWAYS.
40,22	0·41	10,84,04	10·94	4,98,41	5·03	4,51,49	4·55	65,93,97	66·52	

† Included with 3′ 3⅜″ gauge.

‡ Includes 5′ 6″ and 2′ 6″ gauges.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1933-34*	*1,45*	*7·25*	*3,81*	*19·04*	*89*	*4·47*	..	..
		1934-35	1,48	8·20	3,56	19·66	92	5·08	..	..
Bengal Dooars	3′ 3⅜″	*1933-34*	*4,08*	*20·34*	*1,96*	*9·77*	*68*	*3·39*	..	..
		1934-35	3,82	18·57	2,14	10·40	74	3·64	..	..
Bhavnagar State	3′ 3⅜″	*1933-34*	*3,31*	*9·67*	*6,64*	*19·38*	*1,89*	*5·51*	..	..
		1934-35	3,15	8·68	5,70	15·74	1,76	4·86	..	..
Bikaner State	3′ 3⅜″	*1933-34*	*5,97*	*16·44*	*8,72*	*24·02*	*2,83*	*7·79*	..	..
		1934-35	5,56	14·33	8,99	23·16	2,67	6·88	..	..
Darjeeling-Himalayan§	2′ 0″	*1933-34*	*1,90*	*11·36*	*3,50*	*20·92*	*1,10*	*6·57*	..	..
		1934-35	2,01	11·65	3,42	19·81	1,26	7·30	..	..
Dibru-Sadiya	3′ 3⅜″	*1933-34*	*2,38*	*11·79*	*4,10*	*20·32*	*2,21*	*10·95*	..	..
		1934-35	2,57	12·25	3,99	19·01	2,87	13·67	..	..
Gaekwar's Baroda State	3′ 3⅜″	*1933-34*	*1,72*	*8·08*	*3,22*	*15·16*	*39*	*1·85*	..	..
		1934-35	3,34	14·32	4,89	20·97	1,10	4·69	..	..
	2′ 6″	*1933-34*	*3,12*	*12·96*	*3,82*	*15·90*	*1,41*	*5·85*	..	..
		1934-35	5,68	25·12	4,70	20·79	1,76	7·78	..	..
Gondal	3′ 3⅜″	*1933-34*	*4,03*	*15·54*	*4,54*	*17·50*	*94*	*3·64*	..	..
		1934-35	2,13	8·81	3,94	16·35	1,31	5·43	..	..
Howrah-Amta Light	2′ 0″	*1933-34*	*1,45*	*15·97*	*1,56*	*17·14*	*95*	*10·43*	..	..
		1934-35	Shown	under	Class III	Railways.				
Jamnagar Dwarka	3′ 3⅜″	*1933-34*	*2,01*	*14·35*	*2,83*	*20·23*	*76*	*5·40*	..	..
		1934-35	1,56	10·43	2,91	19·52	1,07	7·20	..	..
Junagad State	3′ 3⅜″	*1933-34*	*2,05*	*12·70*	*2,67*	*16·58*	*87*	*5·39*	..	..
		1934-35	2,59	15·38	2,76	16·34	97	5·72	..	..
Morvi	3′ 3⅜″	*1933-34*	*1,03*	*6·40*	*3,14*	*19·52*	*76*	*4·75*	..	..
		1934-35	1,11	6·15	3,19	17·78	61	3·39	..	..
Mysore	3′ 3⅜″	*1933-34*	*4,88*	*16·96*	*10,87*	*37·87*	*1,94*	*6·75*	..	..
		1934-35	4,66	16·44	10,71	37·78	2,12	7·45	..	..
	2′ 6″	*1933-34*	*41*	*13·79*	*93*	*31·17*	*15*	*5·19*	..	..
		1934-35	48	16·60	1,11	37·55	22	7·46	..	..
	2′ 0″	*1933-34*	*6*	*11·27*	*12*	*23·92*	*3*	*5·43*	..	..
		1934-35	6	12·80	13	29·86	3	5·61	..	..
Shahdara (Delhi) Saharanpur Light.	2 6″	*1933-34*	*1,30*	*12·64*	*1,13*	*11·15*	*37*	*3·64*	..	..
		1934-35	1,38	16·57	1,03	12·32	25	3·08	..	..
TOTAL CLASS II RAILWAYS	..	*1933-34*	*41,15*	*13·01*	*63,56*	*20·09*	*18,17*	*5·74*	..	..
		1934-35	41,58	13·33	63,17	20·26	19,66	6·30	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.

System for the years 1933-34 and 1934-35. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
—	—	*1,72*	*8·59*	*2,97*	*14·81*	*1,11*	*5·53*	*11,95*	*59·69*	Barsi Light.
—	—	1,68	9·29	2,90	16·02	80	4·40	11,34	62·65	
20	*1·00*	*2,14*	*10·66*	*2,06*	*10·27*	*65*	*3·24*	*11,77*	*58·67*	Bengal Dooars.
19	0·92	2,21	10·74	2,12	10·30	66	3·20	11,88	57·77	
—	—	*4,18*	*12·23*	*2,29*	*6·69*	*80*	*2·33*	*19,11*	*55·81*	Bhavnagar State.
—	—	4,06	11·21	2,33	6·43	93	2·58	17,93	49·50	
—	—	*3,59*	*9·89*	*2,57*	*7·08*	*1,31*	*3·60*	*24,99*	*68·82*	Bikaner State.
—	—	3,70	9·53	2,61	6·73	1,40	3·61	24,93	64·24	
—	—	*2,70*	*16·14*	*1,65*	*9·86*	*1,08*	*6·46*	*11,93*	*71·31*	Darjeeling Himalayan.§
—	—	2,51	14·54	1,53	8·86	1,07	6·20	11,80	68·36	
—	—	*1,89*	*9·37*	*1,49*	*7·38*	*9*	*0·45*	*12,16*	*60·26*	Dibru-Sadiya.
—	—	1,93	9·19	1,53	7·29	8	0·38	12,97	61·79	
..	..	*1,88*	*8·85*	*1,08*	*5·09*	*‡1,71*	*8·04*	*10,00*	*47·07*	Gaekwar's Baroda State.
..	..	2,70	11·59	1,06	4·53	29	1·23	13,38	57·33	
—	—	*3,14*	*13·04*	*1,59*	*6·63*	*†3,99*	*16·57*	*17,07*	*70·95*	
—	—	3,02	13·35	1,50	6·61	39	1·72	17,05	75·37	
—	—	*2,32*	*8·92*	*1,16*	*4·46*	*40*	*1·55*	*13,39*	*51·61*	Gondal.
..	—	2,28	9·46	1,10	4·59	38	1·57	11,14	46·21	
—	—	*1,53*	*16·91*	*61*	*6·74*	*34*	*3·69*	*6,44*	*70·88*	Howrah-Amta Light.
—	—	Shown	under	Class	III	Railways				
—	—	*1,65*	*11·75*	*1,10*	*7·88*	*54*	*3·84*	*8,89*	*63·45*	Jamnagar Dwarka.
—	—	1,60	10·75	96	6·42	45	3·00	8,55	57·32	
—	—	*2,05*	*12·74*	*94*	*5·86*	*49*	*3·06*	*9,07*	*56·33*	Junagad State.
—	—	1,82	10·81	95	5·61	37	2·19	9,46	56·05	
—	—	*1,89*	*11·74*	*64*	*4·01*	*2,62*	*16·32*	*10,08*	*62·74*	Morvi.
—	—	1,86	10·36	75	4·17	2,32	12·88	9,84	54·73	
—	—	*4,29*	*14·95*	*2,17*	*7·54*	*1,18*	*4·13*	*25,33*	*88·20*	Mysore.
—	—	4,72	16·65	2,28	8·05	1,24	4·36	25,73	90·73	
—	—	*44*	*14·77*	*22*	*7·40*	*13*	*4·29*	*2,28*	*76·61*	
—	—	49	16·71	24	8·12	13	4·35	2,67	90·79	
—	—	*7*	*14·03*	*4*	*7·16*	*2*	*3·92*	*34*	*65·73*	
..	..	7	17·47	4	8·43	2	4·64	35	78·81	
..	..	*92*	*9·01*	*49*	*4·84*	*19*	*1·90*	*4,40*	*43·18*	Shahdara (Delhi) Saharanpur Light.
..	..	94	11·26	57	6·83	20	2·40	4,37	52·46	
20	*0·06*	*36,40*	*11·50*	*23,07*	*7·29*	*16,65*	*5·26*	*1,99,20*	*62·95*	TOTAL CLASS II RAILWAYS.
19	0·06	35,59	11·41	22,47	7·21	10,73	3·45	1,93,39	62·02	

‡ Includes Rs. 1,53 on account of contribution to Depreciation Reserve Fund.
§ Includes the Darjeeling Himalayan Extension Railway.
† Includes Rs. 3,60 on account of contribution to Depreciation Reserve Fund.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1933-34*	*22*	*20·14*	*31*	*27·71*
		1934-35	25	23·60	24	21·93
Arrah-Sasaram Light	2′ 6″	*1933-34*	*1,24*	*40·83*	*55*	*18·08*
		1934-35	†1,24	35·03	†55	15·54
Bankura-Damoodar River	2′ 6″	*1933-34*	*41*	*25·60*	*37*	*23·05*
		1934-35	36	27·34	39	29·45
Baraset-Basirhat Light	2′ 6″	*1933-34*	*1,05*	*19·39*	*1,57*	*28·33*
		1934-35	97	19·47	1,39	27·88
Bengal Provincial	2′ 6″	*1933-34*	*23*	*19·01*	*43*	*35·54*
		1934-35	22	20·46	36	33·07
Bukhtiarpur-Bihar Light	2′ 6″	*1933-34*	*41*	*19·55*	*56*	*27·19*
		1934-35	47	15·50	64	20·80
Burdwan-Katwa	2′ 6″	*1933-34*	*31*	*19·51*	*40*	*24·73*
		1934-35	28	19·54	36	25·65
Cutch State	2′ 6″	*1933-34*	*24*	*14·34*	*53*	*31·38*
		1934-35	28	14·02	61	30·30
Dehri-Rohtas Light	2′ 6″	*1933-34*	*22*	*12·90*	*40*	*23·59*
		1934-35	27	11·58	58	24·78
Dholpur-State	2′ 6″	*1933-34*	*16*	*10·11*	*47*	*29·10*
		1934-35	17	9·50	49	28·01
Futwah-Islampur	2′ 6″	*1933-34*	*28*	*24·15*	*22*	*18·61*
		1934-35	31	24·90	23	18·58

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† The figures for the year 1934-35 not being available those for the year 1933-34 have been adopted.

System for the years 1933-34 and 1934-35. (*In thousands of rupees.*)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross ea nings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
								CLASS III.
24	*21·38*	*18*	*15·96*	*3*	*2·92*	*98*	*88·11*	Ahmadpur-Katwa.
23	21·42	17	16·38	2	1·83	91	85·16	
47	*15·30*	*30*	*10·05*	*9*	*2·82*	*2,65*	*87·08*	Arrah-Sasaram Light.
†47	13·28	†30	8·47	†9	2·54	†2,65	74·86	
27	*16·88*	*29*	*17·66*	*7*	*4·14*	*1,41*	*87·33*	Bankura-Damodar River.
24	17·83	28	21·04	4	2·63	1,31	98·29	
1,00	*18·02*	*45*	*8·05*	*15*	*2·71*	*4,22*	*76·50*	Baraset-Basirhat Light.
1,03	20·81	45	9·14	17	3·40	4,01	80·70	
25	*20.66*	*19*	*15·70*	*2*	*1·65*	*1,12*	*92·56*	Bengal Provincial.
23	20·75	18	16·52	2	1·56	1,01	92·36	
43	*20·81*	*27*	*12·80*	*6*	*2·59*	*1,73*	*82·94*	Bukhtiarpur-Bihar Light.
42	13·90	30	9·70	6	2·00	1,89	61·90	
30	*18·93*	*22*	*13·81*	*6*	*3·68*	*1,29*	*80·66*	Burdwan-Katwa.
28	19·53	22	15·23	3	2·22	1,17	82·17	
17	*10·15*	*14*	*8·56*	..	*0·03*	*1,08*	*64·46*	Cutch State.
20	10·15	19	9·36	1	0·26	1,29	64·09	
14	*8·64*	*24*	*13·97*	*3*	*1·69*	*1,03*	*60·79*	Dehri-Rohtas Light.
17	7·45	24	10·40	3	1·38	1,29	55·59	
16	*9·70*	*15*	*9·37*	*1*	*0·43*	*95*	*58·71*	Dholpur-State.
17	9·89	16	9 05	1	0·59	1,00	57·04	
21	*17·95*	*15*	*12·43*	*3*	*2·20*	*89*	*75·34*	Futwah-Islampur.
21	17·20	15	12·31	3	2·11	93	75·10	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	3′ 0″	*1933-34*	*1,06*	*13·33*	*2,43*	*31·42*
		1934-35	1,06	14·62	3,08	42·43
Howrah Amta Light	2′ 0″	*1933-34*	Shown	under	class II	Railways.
		1934-35	1,42	15·39	2,36	25·59
Howrah-Sheakhala Light	2′ 0″	*1933-34*	*34*	*18·78*	*51*	*28 60*
		1934-35	30	17·53	48	28·53
Jagadhri Light	2′ 0″	*1933-34*	*1*	*7·32*	*5*	*38·10*
		1934-35	2	10·60	5	40·17
Jessore-Jhenidah	2′ 6″	*1933-34*	§	§	§	§
		1934-35	§	§	§	§
Jorhat (Provincial)	2′ 0″	*1933-34*	*33*	*32·34*	*52*	*51·68*
		1934-35	29	24·48	50	41·28
Kalighat-Falta	2′ 6″	*1933-34*	*36*	*20·67*	*64*	*36·33*
		1934-35	32	20·72	64	41·45
Kulasekarapatnam Light	2′ 0″	*1933-34*	*28*	*30·02*	*42*	*45·37*
		1934-35	23	31·06	37	51·12
Matheran Light	2′ 0″	*1933-34*	*16*	*16·33*	*32*	*32·65*
		1934-35	12	13·64	25	28·40
Porbandar State	3′ 3⅜″	*1933-34*	*26*	*8·50*	*70*	*22·50*
		1934-35	27	8·22	72	21·59
Tezpore-Balipara	2′ 6″	*1933-34*	*15*	*10·10*	*39*	*25·08*
		1934-35	18	11·74	42	27·39
Trivellore Light	2′ 0″	*1933-34*	..	*2·30*	..	*16·90*
		1934 35	..	0·50	1	74·70
Udaipur-Chitorgarh	3′ 3⅜″	*1933-34*	*1,01*	*16·34*	*2,10*	*33·95*
		1934-35	1,21	20·09	1,89	31·39
TOTAL CLASS III RAILWAYS		*1933-34*	*8,73*	*18·34*	*13,89*	*29·19*
		1934-35	10,24	17·87	16,61	28·98

*Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

§ Information not available.

System for the years 1933-34 and 1934-35. (In thousands of rupees.)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings	
8	9	10	11	12	13	14	15	16
								CLASS III—*concld.*
72	*9·33*	*73*	*9·45*	*44*	*5·64*	*5,38*	*69·17*	Gwalior Light.
73	10·10	71	9·77	40	5·60	5,98	82·52	
	Shown	under	class II	Railways	..	..	..	Howrah Amta Light.
1,55	16·79	62	6·72	31	3·39	6,26	67·88	
38	*21·16*	*24*	*13·18*	*8*	*4·31*	*1,55*	*86·03*	Howrah-Sheakhala Light.
38	22·53	23	13·78	7	4·23	1,46	86·60	
3	*25·84*	*2*	*14·77*	*1*	*3·75*	*12*	*89·78*	Jagadhri Light.
3	24·43	2	14.62	..	1·62	12	91·44	
§	§	§	§	§	§	§	§	Jessore-Jhenidah.
§	§	§	§	§	§	§	§	
40	*39·97*	*12*	*12·27*	*4*	*4·17*	*1,41*	*140.43*	Jorhat (Provincial).
42	34·89	12	10·41	5	4·09	1,38	115·15	
34	*19·13*	*29*	*16·34*	*11*	*6·50*	*1,74*	*98·97*	Kalighat-Falta.
31	20·11	27	17·16	7	4·82	1,61	104·26	
13	*14·06*	*3*	*3·54*	..	..	*86*	*92·99*	Kulasekarapatnam Light.
13	17·25	3	4·21	..	..	76	103·64	
11	*11·22*	*21*	*21·43*	*1*	*1·02*	*81*	*82 65*	Matheran Light.
9	10·23	12	13·64	3	3·41	61	69·32	
34	*10·89*	*41*	*13·30*	*10*	*3·15*	*1,81*	*58·34*	Porbandar State.
35	10·40	45	13·67	13	3·86	1,92	57·74	
27	*17·37*	*20*	*12·77*	*6*	*3·39*	*1,06*	*68·71*	Tezpore-Balipara.
27	17·79	20	13·16	8	5·09	1,15	75·17	
1	*67·20*	*1*	*24·90*	*1*	*37·60*	*3*	*148·90*	Trivellore Light.
1	99·70	..	45·50	1	46·70	3	267·10	
49	*7·94*	*33*	*5·29*	*16*	*2·68*	*4,09*	*66·20*	Udaipur-Chitorgarh.
56	9·30	30	4·98	17	2·82	4,13	68·76	
6,86	*14·42*	*5,17*	*10·86*	*1,56*	*3·28*	*36,21*	*76·09*	TOTAL CLASS III RAILWAYS.
8,48	14·80	5,71	9·96	1,83	3·19	42,87	74·80	

STATISTICAL STATEMENTS.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1935.				Track mileage open on 31st March 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3⅜″	1-7-95	1,131·43	..	..	1,131·43	1,131·43	227·58	19·24	1,378·25
	Chaparmukh-Silghat . .	3′ 3⅜″	30-3-20	50·81	..	..	50·81	50·81	3·68	..	54·94
	Katakhal Lalabazar . .	3′ 3⅜″	1-4-23	23·49	..	..	23·49	23·49	1·04	..	24·53
	Mymensingh-Bhairab Bazar	3′ 3⅜″	20-6-17	100·68	..	..	100·68	100·68	18·78	0·36	119·82
	Total—1 .			1,306·41	..	..	1,306·41	1,306·41	251·08	19·60	1,577·09
2	Bengal and North Western—	3′ 3⅜″	2-4-84	1,269·73	..	..	1,269·73	1,269·73	273·62	31·87	1,575·22
	Mashrak-Thawe . . .	3′ 3⅜″	12-1-31	39·32	..	..	39·32	39·32	3·82	1·95	45·09
	Tirhoot	3′ 3⅜″	1-11-75	793·46	10·05	..	803·51	813·56	197·11	20·56	1,031·23
	Total—2 .			2,102·51	10·05	..	2,112·56	2,122·61	474·55	54·38	2,651·54
3	Bengal-Nagpur—	5′ 6″	27-11-88	2,156·95	254·84	..	2,411·79	2,666·63	640·38	153·10	3,460·11
	Central India Coal-fields .	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	3·36	1·92	59·12
	Mayurbhanj . . .	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light . .	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·33	59·46
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	10·91	0·05	127·50
	Raipur-Dhamtari . . .	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·61	0·65	62·20
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	62·24	12·14	700·30
	Tumsar-Tirodi Light . .	2′ 0″	1-4-16	4·20	..	..	4·20	4·20	0·31	..	4·51
	Total—3 .			3,141·33	254·84	..	3,396·17	3,651·01	727·25	169·29	4,547·55

for the year 1934-35.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western.
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot
	..		..		..		Total—2.
..	..						
..	..	..	..	..	..	State lines.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line.	Parlakimedi Light
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur-Dhamtari.
..	..	..	..	..	..		Satpura.
..	..	..	..	..	..		Tumsar-Tirodi Light.
	..		..		..		Total—3.

*Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1935				Track mileage open on 31st March 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5 6″	10-2-60	776·27	239·59	*19·44	1,035·30	1,332·94	357·49	96·00	1,786·43
	Nagda-Ujjain . . .	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	3·64	1·86	40·29
	Gaekwar's Petlad . .	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State .	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·33	16·16
	Tapti Valley . . .	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·51	3·91	167·14
	Bombay, Baroda and Central India.	3′ 3¾″	14-2-73	1,878·46	2·82	..	1,881·28	1,884·10	390·74	26·90	2,301·74
	Ahmedabad-Parantij . .	3′ 3¾″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra . . .	3′ 3¾″	1-6-98	40·28	..	..	40·28	40·28	5·24	13·29	58·81
	Jaipur State . . .	3′ 3¾″	10-11-05	181·11	..	..	181·11	181·11	11·96	..	193·07
	Palanpur—Dessa . .	3′ 3¾″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	5·16	3·50	80·94
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·89	3·07	37·64
	Godhra-Lunavada . .	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·78	0·85	28·12
	Nadiad-Kapadvanj . .	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State . . .	2′ 6″	1-7-97	58·06	..	..	58·06	58·06	2·92	1·19	62·17
	Piplod-Devged Baria .	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·55	1·02	11·09
	Total—4 .			3,430·45	242·41	19·44	3,692·30	3,992·76	807·29	159·25	4,959·30
5	Burma	3′ 3¾″	1-5-77	1,853·04	206·85	..	2,059.89	2,266·74	458·19	127·39	2,852·32

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1934-35—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..			Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State lines.	Dhrangadra.
..	..	..	..	..	..		Jaipur State.
..	..	..	..	..	..	Indian State line.	Palanpur-Dessa.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Lapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.
..	..	..	..	..	..	State line.	Burma.
	..		..		..		Total—5.

(*a*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1935.				TRACK MILEAGE OPEN ON 31ST MARCH 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal—	5′ 6″	2-1-62	676·04	146·13	22·60 (quadruple).	844·77	1,058·70	480·63	30·40	1,569·73
	Sara-Sirajganj	5′ 6″	1-7-15	54·42	..	..	54·42	54·42	25·93	..	80·35
	Eastern Bengal	3′ 3⅜″	28-8-77	1,031·75	7·29	..	1,039·04	1,046·33	301·37	8 86	1,356·56
	Cooch Behar State	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	0·28	35·79
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6			1,832·19	153·42	22·60	2,008·21	2,229·43	813·58	39·54	3,082·55
7	Fast Indian—	5′ 6″	15-8-54	†3,226·58	930·42	‡61·12	4,218·12	5,308·70	1,690·95	180·46	7,180·11
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·20	..	37·24
	South Bihar	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·35	..	82·17
	Cawnpore-Burhwal link	3′ 3⅜″	24-11-96	(*a*)65·73	..	..	(*a*) 65·73	(*a*) 65·73	14·09	1·69	81·51
	Total—7			3,400·17	930·42	61·12	4,391·71	5,482·29	1,716·59	182·15	7,381·03
8	Great Indian Peninsula (*b*)	5′ 6″	18-4-53	2,357·50	775·52	32·74	3,165·76	4,039·50	919·47	187·97	5,146·94
	Bhopal-Itarsi (Indian State Section).	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	22·62	1·55	80·81
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	6·54	3·28	123·28
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	7·89	2·17	157·13
	Darwha-Pusad	2′ 6″	15-12-31	42·80	..	..	42·80	42·80	2·34	0·36	45·50
	Dhond-Paramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	1·19	0·50	28·99
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—8			2,919·03	775·52	32·74	3,727·29	4,601·03	968·92	199·60	5,769·55

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Barabanki.

‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·88 miles septuple.

(*a*) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benaras.

(*b*) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

for the year 1934-35—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal—
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	East Indian –
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
..	..	..	..	..	..	State line. §	South Bihar.
..	..	..	..	..	..	State line. ‖	Cawnpore-Burhwal link.
	..		..		..		Total—7.
..	..	..	..	..	..	State line.	Great Indian Peninsula (*b*) —
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Indian State Section).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	State line.	Darwha-Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—8.

§ Although a leased line, it is for convenience treated as a State line.

‖ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(*a*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines under construction but on which work has been suspended or held in beyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1935. Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	TRACK MILEAGE OPEN ON 31ST MARCH 1935. Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
	Jodhpur—	3′ 3⅜″	24-6-82	751·36	..	..	751·36	751·36	101·34	13·26	865·96
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-92	174·41	..	..	174·41	174·41	39·22	4·41	218·04
	Mirpur Khas-Khadro	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·49	1·49	54·48
	Total—9			975·27	..	..	975·27	975·27	144·05	19·16	1,138·48
10	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,067·22	48·17	3·71 (Quadruple).	1,119·10	1,178·40	326·80	10·04	1,515·24
	Kolar Gold-fields (M. S. Ry.)	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	*1,660·68	1·15	..	1,661·83	1,662·98	248·66	4·35	1,915·99
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar (M. S. Ry.)	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	29·90	..	240·39
	Bezwada-Masulipatam	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	8·96	0·09	60·85
	Hindupur (Yeevantpur Mysore Frontier). (M. S. Ry.)	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·13	..	55·32
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3⅜″	17-1-87	51·04	..	..	51·04	51·04	22·13	1·58	74·75
	Total—10			3,177·00	49·32	3·71	3,230·03	3,290·48	648·81	19·16	3,958·45
11	Nizam's State—	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	63·99	11·39	405·56
	Bezwada Extension	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	5·30	2·72	153·71
	Karipalli-Kothagudem	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar	5′ 6″	14-1-30	166·25	..	..	166·25	166·25	12 32	..	178·57
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	62·34	2·22	458·75
	Parbhani-Purli	3′ 3⅜″	16-10-29	39·44	..	..	39·44	39·44	2·08	..	41·52
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam Kurnool	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Total—11			1,330·05	17·82	..	1,347·87	1,365·69	169·15	16·38	1,551·22

*Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachallam station yards.

for the year 1934-35—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*c*)		UNDER CONSTRUCTION. (*d*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..		..	Marwar Junction—Phulad.	15·88	Indian State line.	Jodhpur—
				..	..		
..	..	..	..	Jhudo-Pithoro ..	64·11	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (*a*).	Mirpur Khas-Khadro.
	..		..		79·99		Total—9.
**	**0·30	..	..	..	..	State line.	Madras and Southern Mahratta—
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields. (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..		Bangalore-Harihar (*b*). (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Bezwada-Masulipatam.
..	..	..	..	..	..	State line.	(*b*) Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	0·30		..		..		Total—10
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State lines.	Kazipet-Balharshah.
..	..	..	..	..	..		Karipalli-Kothagudam.
..	..	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavar Valley
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam Kurnool.
	..		..		..		Total 11

(*a*) Receives land only from Government.

(*b*) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Rly. they are treated as State lines.

** In connection with the proposed facilities for passenger traffic near the river at Kottipalli (near station named Somagundan) a length of 0·30 miles of main line has been increased from 1st October 1934.

(*c*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown

(*d*) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1935.				TRACK MILEAGE OPEN ON 31ST MARCH 1935.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5′ 6″	13-6-61	4,668·37	883·47	..	5,551·84	6,435·31	1,718·55	213·53	8,367·39 (a)
	Shahdara Narowal . .	5′ 6″	21-12 26	48·23	..	..	48·23	48·23	1·49	..	49·72
	Amritsar-Patti-Kasur . .	5′ 6″	21-9-06	54·81	..	..	54·81	54·81	7·44	..	62·25
	Bahawalnagar-Fort Abbas-Kut Al-Imara.	5′ 6″	4-4-28	151·51	..	..	151·51	151·51	6·88	..	158·39
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	0·86	0·86	27·66
	Jullundur-Mukerian . .	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	3·74	..	48·82
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·57	..	51·60
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·08	..	18·94
	Khanpur-Chachran . .	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·83	..	24·81
	Ludhiana-Dhuri-Jakhal .	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·19	..	84·77
	Mandra-Bhaun . . .	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	2·21	1·40	50 29
	Rajpura-Bhatinda. . .	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·86	0·08	128·72
	Sialkot-Narowal . . .	5′ 6″	10-11-15	38·70	..	..	38·70	38·70	5·89	..	44·59
	Sirhind-Rupar . . .	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	3·67	0·93	35·56
	Jacobabad-Kashmor . .	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·98	..	80·44
	Kalka-Simla . . .	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	8·44	1·83	70·20
	Kangra Valley . . .	2′ 6″	1-12-28	102·99	..	..	102·99	102·99	9·21	1·15	113·35
	Zhob Valley . . .	2′ 6″	1-1-21	173·84	..	..	173·84	173·84	12·43	18·87	205·14
	Kohat-Thal . . .	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	6·12	4·22	72·20
	Larkana-Jacobabad . .	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·25	..	56·47
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	15·30	11·81	184 59
	Total—12 .			6,066 29	883·47	..	6,949·76	7,833·23	1,847·99	254·68	9,935 90

(a) Nok Kundi—Zahidan (137·27 miles, single line and 11·01 miles sidings) and Landi Kotal—Landi Khana (5·00 miles, single line) sections closed to traffic, not included.

for the year 1934-35—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	North Western—
..	..	..	..	..	..		
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Branch line under rebate terms.	Amritsar-Patti-Kasur.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort-Abbas-Kut-Al-Imara.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley.
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.
	..		..		..		Total—12.

(*a*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1935.				TRACK MILEAGE OPEN ON 31ST MARCH 1935.			
				Single line.	Double line	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon— .	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	34·35	3·85	296·92
	Lucknow-Bareilly . .	3′ 3⅜″	12-10-84	310·90	1·16	..	312·06	313·22	62·08	12·09	387·39
	Total—13 .			569·62	1·16	..	570·78	571·94	96·43	15·94	684·31
14	South Indian — . . .	5′ 6″	23-5-60	598·97	..	..	598·97	598·97	136·43	2·51	737·91
	Shoranur Cochin . .	5′ 6″	**24-10-34	64·69	..	..	64·69	64·69	11·59	*0·82	*77·10
	South Indian . . .	3′ 3⅜″	15-7-61	1,480·79	4·84	15·55	1,501·18	1,537·12	319·50	16·95	1,873·57
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal .	3 3⅜″	14-3-98	14·65	..	..	14·65	14·65	2·12	..	16·77
	Pedanur-Pollachi . . .	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	..	29·16
	Pondicherry . .	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·18	10·17
	Tinnevelly-Tiruchendur .	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section) .	3′ 3⅜″	1-6-02	50·33	..	..	50·33	147·97	26·15	0·59	174·71
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Morappur-Hosur . . .	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·37	..	77·68
	Tirupattur-Krishnagiri . .	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89
	Total—14 .			2,505·79	4·84	15·55	2,526·18	2,562·12	517·97	21·05	3,101·14
	Total Class I .			34,609·15	3,530·12	155·16	38,294·43	42,251·01	9,641·85	1,297·57	53,190·43

*Includes 0.42 miles of M. Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ ⅜″ gauge first opened on 2nd June 1902).

for the year 1934-35—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian—
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	Agastiyampalli point Calimere extension.	5·40	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Moappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	..		5·40		..		Total—14.
	0·30		5·40		79·99		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

(*a*) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown

8.—*Mileage Statement*
CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1935.	TRACK MILEAGE OPEN ON 31ST MARCH 1935.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·39	224·96	Line subsidized by the Government of India.*
2	Bengal Dooars	3′ 3⅜″	15-1-93	39·50	39·50	7·68	47·18	Line subsidized by District Board.
	Bengal Daoars Extensions	3′ 3⅜″	20-4-00	121·16	121·16	17·75	138·91	Line subsidized by the Government of India.*
	Total—2			160·66	160·66	25·43	186·09	
3	Bhavnagar State	3′ 3⅜″	20-12-80	307·01	307·01	51·36	358·37	Indian State Lines.
4	Bikaner State	3′ 3⅜″	9-12-91	795·85	795·85	80·88	876·73	Indian State Lines.
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·70	61·77	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·69	100·13	Branch line under rebate terms.
	Total—5			146·51	146·51	15·39	161·90	
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	28·53	114·55	Line subsidized by Local Government.
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	24·32	29·82	Unassisted Company's line.
	Total—6			91·52	91·52	52·85	144·37	
7	Gaekwar's Baroda State	3′ 3⅜″	21-3-87	255·12	255·12	34·33	289·45	Indian State lines.
	Khijadiya-Dhari†	3′ 3⅜″	1-3-13	37·46	37·46	4·59	42·05	Indian State lines.
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	54·86	387·92	Indian State lines.
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	Indian State lines.
	Total—7			648·31	648·31	95·80	744·11	
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	17·32	123·56	Indian State lines.
	Jetalsar Rajkot	3′ 3⅜″	12-4-93	46·16	46·16	9·74	55·90	Indian State lines.
	Total—8			152·40	152·40	27·06	179·46	
9	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	65·92	65·92	3·99	69·91	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3⅜″	8-4-97	‡54·22	‡54·22	12·83	67·05	Indian State lines.
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	5·04	42·25	Indian State lines.
	Total— 9			157·35	157·35	21·86	179·21	
10	Junagad State	3′ 3⅜″	1-9-88	199·09§	199·09§	22·80	221·89	Indian State lines.
11	Morvi	3′ 3⅜″	4-3-05	132·26	132·26	27·41	159·67	Indian State lines.
12	Mysore	3′ 3⅜″	1-2-81	321·90	321·90	41·84	363·74	Indian State lines.
	Bangalore-Chik Ballapur Light	2′ 6″	6-4-15	38·63	38·63	4·95	107·15	Line guaranteed by Indian State.
	Kolar District	2′ 6″	15-12-13	63·57	63·57			Indian State line.
	Tarikere Narasimharajapura	2′ 0″	22-5-15	26·60	26·60	2·62	29·22	Indian State line.
	Total—12			450·70	450·70	49·41	500·11	
13	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·06	102·56	Line subsidized by the Government of India*.
	Total Class II			3,536·73	3,536·73	502·70	4,039·43	

* Receives land only from Government.
† Taken over from Gondal Railway on 1st April 1934.
‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.
§ Includes 0·73 mile of Dungarpur quarry line and 0·53 mile of Veraval Dock Estate worked for goods traffic only.

for the year 1934-35—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita.
	..		..		..	Total—6.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	Prachi Road to Kodinar.	16·10	Khijadiya-Dhari.
					16·10	
	..		..	..	..	Gaekwar's Baroda State.
..	..			..	..	Bodeli Chhota Udaipur.
					16·10	Total—7.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
	..		..		..	Total—8.
	..					
..	..	..	..	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		..		..	Total—9.
Prachi Road to Jamwala-Jamwala Delwada.	7·05 24·22	..	..	Visavadar to Talala.	29·44	Junagad State.
	31·27		..		29·44	Total—10.
Morvi Navlakhi.	29·93	..	..	..	..	Morvi—11.
Arasalu to Anandapuram.	9·59	..	..	..	..	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	TarikereNarasimharajapura.
	9·59		..		..	Total—12.
..	..	..	..		..	Shahdara (Delhi)-Saharanpur Light.
	70 79		..		45·54	Total Class II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitly, are not shown.

8.—Mileage Statement
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1935.	TRACK MILEAGE OPEN ON 31ST MARCH 1935.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·15	70·31	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·43	67·76	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	4·76	57·00	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurgunj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	2·97	35·97	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·49	76·49	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	7·48	32·99	Line subsidized by the Government of India.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·28	325·20	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·89	50·76	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Companies' lines.
16	Jessore Jhenidah	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	
17	Jorhat (Provincial)	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.
18	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
19	Kulaserkarapatnam Light	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
20	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.
21	Porbandar State	3′ 3⅜″	1-10-89	†41·29	†41·29	8·45	49·74	Indian State line.
22	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.
23	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·14	2·51	Unassisted Company's line.
24	Udaipur-Chitorgarh	3′ 3⅜″	1-8-95	132·39	132·39	18 31	150 70	Indian State line.
	TOTAL CLASS III	..	..	1,189·47	1,190·88	129·02	1,319·90	

* Includes 1·06 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1·55 miles of Porbandar Dock Estate line and 3·70 miles of Ranwao quarry line worked for goods traffic.
§ Receives Land only from Government.

for the year 1934-35—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1934-35.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1935.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	0·22	..	..	Arrah-Sasaram.
..	..	..	..	..	..	Bankura-Damoodar River.
..	..	..	0·10	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpur gauj
	..		..		..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	0·07	..	..	Howrah-Amta Light.
..	..	..	0·29	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulaserkarapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Porbandar State.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	Trivellore Light.
..	..	..	..	Khamblighat-Phulad Jn.	13·11	Udaipur-Chitorgarh.
	..		0·68		13 11	TOTAL CLASS III

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9.—*Description of Class I Railways worked during the year 1934-35.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal-Nagpur .	2,522·5	410	*Nil*	8·11	215·0	894·2	200·7	1,318·0	2·30	1 in 60	5·75	1,000	16·0	14·3
Bombay, Baroda & Central India.	1,259·6	255	*Nil*	1·35	0·48	261·4	97·3	360·5	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal .	895·5	233	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian .	4,448·5	750	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·80
Great Indian Peninsula.	3,553·4	508	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 34	9·55	600	20·4	15·6
Madras and Southern Mahratta.	1,157·2	245	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·96	720	22·8	9 72
Nizam's State .	688·1	101	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40 (c)	1,300 (c)	18·9	20 2
North Western .	6,263·6	953	99·0	118·6	249·5	265·1	259·3	991·5	2·75	1 in 25	12·6	455	12·2	13·7
South Indian .	761·2	154	*Nil*	33·4	65·7	135·5	55·2	289·8	1·16	1 in 62	7·16	800	34·8	24 7
Total .	21,549·6	3,609	120·0	222·9	878·6	3,317·8	1,312·2	5,851·5						
3′ 3⅜″ GAUGE.														
Assam Bengal .	1,319·1	299	10·3	47·8	31·2	182·3	39·8	311·4	10·1	(d) 1 in 37	15·0	382	14·8	35·2
Bengal and North Western.	2,190·9	366	0·11	1·52	3·73	8·41	8·73	22·5	0·11	1 in 50	8·73	656	10·0	7·96
Bombay, Baroda & Central India.	2,208·5	342	3·40	0·48	19·4	393·9	235·2	652·3	3·40	1 in 40	(e) 8·00	(e) 716	9·55	10·3
Burma . .	2,059·9	458	105·9	47·9	109·6	240·1	186·4	689·9	3·50	1 in 25	17·0	337	15·4	37·3
Eastern Bengal .	1,069·8	213	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·4	500	11·1	10·9
East Indian .	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur . .	975·0	149	0·51	*Nil*	1·55	227·0	68·5	297·6	0·51	1 in 50	8·00	716	8·68	11·2
Madras and Southern Mahratta.	2,079·6	320	17·6	54·1	629·3	392·4	116·3	1,209·7	1·95	1 in 40	12·0	479	20·7	31·2
Nizam's State .	659·8	110	*Nil*	*Nil*	6·68	350·6	174·8	532·1	0·78	1 in 100	5·00	1,146	10·7	8·83
Rohilkund and Kumaon.	562·0	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31 (h)	1 in 70	12·0 (f)	479	8·70	8·22 (g)
South Indian .	1,802·0	433	24·0	35·3	90·8	368·4	137·1	655·6	1·51	1 in 13	11·5	500	18·1	16·8
Total .	14,992·3	2,795	162·2	192·6	904·7	2,218·3	1,040·7	4,518·4						
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur .	926·3	143	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	33·3
Bombay, Baroda & Central India.	224·2	66	2·28	1·73	29·7	34·6	11·6	79·9	0·35	1 in 50	28·7	200	17·6	43·3
Eastern Bengal .	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	44	*Nil*	1·81	60·8	63·4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
North Western .	685·8	90	111·3	46·9	88·4	93·2	42·7	382 5	0·80	1 in 20	52·1	110	21·6	125·2
South Indian .	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total .	2,216·3	372	114·1	127·4	344·3	415·6	126·2	1 127·6						
GRAND TOTAL .	38,758·2	6,776	396·3	542·9	2,127·6	5,951·7	2,479·1	11,497·5						

(a)

	Mean mileage worked.	Number of Stations.
Class II Railways	3,534·5	658
Class III Railways	1,195·2	341

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9 56° and radius = 610 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).

(g) The figure is for plain section, the figure for ghat section being 322·4°.

(h) The steepest gradient worked on other than the Nilgiri Mountain Rly. is 1 in 53 and the length 0·31 mile.

10.—Statement of Equipment showing the actual stock running on Class I Railways *on the 31st March 1935.*

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway.	Locomotives. Steam. Tender.	Tank.	Total.	Electric.	Total tractive effort lbs. Steam.	Electric.	Rail motors. No.	Seats. Upper.	Lower.	Steam coaches. No.	Seats. Upper.	Lower.	Electric motor coaches. No. (in units.)	Seats. Upper.	Lower.	Average weight in tons.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal-Nagpur	624	63	(*d*)687	..	20,699,367	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	326	35	361	2	9,420,472	10,000	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal	229	74	303	..	7,510,793	..	..	..	..	1	..	..	..	..	..	..
East Indian	1,213	381	1,594	..	37,192,635	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	701	95	796	65	21,035,977	2,048,000	..	..	..	..	..	..	53	..	4,388	67
Madras and Southern Mahratta.	244	60	304	..	7,553,646	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	82	4	86	..	2,121,726	..	..	..	..	..	..	..	..	..	..	..
North Western	1,136	†96	†11,232	2	31,927,562 (*a*)	58,352	1	7	..	7	30	525	..	..	..	..
South Indian	146	6	152	..	3,41,632	..	..	..	..	..	..	..	..	..	..	..
Total	4,701	814	5,515	69	140,803,810	2,116,352	1	7	..	13	90	1.015	93	..	9,188	69
3′-3½″ Gauge.																
Assam-Bengal	190	15	205	..	2,926,367	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	372	14	386	..	4,946,984	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	401	65	*466	..	7,055,553	..	..	..	..	3	36	307	..	..	..	..
Burma	300	89	389	..	6,897,705	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	210	4	214	..	3,363,152	..	..	..	..	2	..	56	..	..	..	..
Jodhpur	103	4	107	..	1,389,415	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	354	5	359	..	5,895,286	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	75	12	87	..	1,321,293	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	73	3	76	..	1,012,983	..	..	..	..	..	..	..	..		..	..
South Indian	322	66	388	(*b*) 6	5,434,207	(*c*) 41,600	3	..	220	..	..	..	24	481	550	38
Total	2,400	277	2,677	(*b*)6	40,242,945	(*c*) 41,600	3	..	220	7	36	587	24	481	550	38
2′ 6″ Gauge.																
Bengal-Nagpur	101	14	115	..	1,550,557	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	7	19	26	..	225,640	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	10	10	..	37,549	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western	69	29	98	..	1,401,062	..	6	70	..	3	..	108	1	16	..	13
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	197	85	282	..	3,668,677	..	6	70	..	6	18	204	1	16	..	

* Includes 1 Engine on hire with the G. B. S. Rly.
(*a*) Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.
(*b*) Includes 2 Battery Tenders.
† Includes one Petrol Locomotive.
(*c*) For 4 Electric Locomotives only.
(*d*) Includes 1 Engine lent to the Tata Iron and Steel Co., Ltd

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1935*—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	487	189	340	4,576	41,196	18	108	..	72	42
Bombay, Baroda and Central India	(a) 442	(b) 1,506	(c) 5,455	..	(d) 41,052	32	..	64	..	1,653
Eastern Bengal	270	446	93	798	30,624	27	97	48	280	724
East Indian	1,198	889	1,968	10,494	112,040	306	252	333	..	16,484
Great Indian Peninsula	*676	1,579	1,439	82	†64,141	15	..	48	..	646
Madras and Southern Mahratta	208	80	300	..	22,940	165	..	205	36	7,430
Nizam's State	47	..	..	..	6,098	21	12	188	..	708
North Western	1,064	208	427	3,805	113,104	129	14	396	658	4,524
South Indian	141	78	104	..	13,838	..	..	..	..	..
Total	4,533	4,975	10,126	19,755	445,033	713	483	1,282	1,046	32,211
3′ 3⅜″ GAUGE.										
Assam-Bengal	236	..	..	..	16,630	..	..	..	..	..
Bengal and North Western	431	11	..	725	38,360	(g) 605	186	336	1,352	22,048
Bombay, Baroda and Central India	667	120	60	..	51,963	214	378	600	..	3,044
Burma	463	44	..	..	32,323	107	48	48	..	3,567
Eastern Bengal	313	228	..	540	21,355	(i) 61	96	..	132	1,368
Jodhpur	70	8	..	..	5,423	57	33	80	312	692
Madras and Southern Mahratta	320	48	243	..	21,042	115	72	156	..	2,794
Nizam's State	44	..	..	..	4,146	(j) 55	90	240	..	1,755
Rohilkund and Kumaon	70	..	..	..	6,492	(h) 110	96	78	70	3,372
South Indian	(e)786	712	514	..	(f) 50,775	8	..	..	..	244
Total	3,400	1,171	817	1,265	248,509	1,335	999	1,538	1,866	38,884

* Includes 101 bogies Electric Stock.
(a) Includes 120 bogies Electric Stock.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 8,720 III class seats of Electric Stock.
† Includes 10,680 third class seats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 third class seats of Electric Stock.
(g) Includes 384 six-wheelers.
(h) Includes 34 six-wheelers.
(i) Includes 8 six-wheelers.
(j) Six-wheeled.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd

B.—Coaching Stock—*Broad and metre gauges*—contd.

Composite passenger carriages, excluding those fitted with brake van or mail accommodation.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
150	1,519	2,538	1,528	1,577	15	84	152	17	29	Bengal Nagpur.
100	1,266	2,351	150	1,927	9	54	18	..	..	Bombay, Baroda and Central India.
257	2,110	3,156	9,812	8,924	13	88	128	54	72	Eastern Bengal.
502	3,441	6,783	10,710	13,796	21	138	201	43	67	East Indian.
‡307	§2,952	§5,750	1,724	§7,484	1	6	12	..	..	Great Indian Peninsula.
148	518	1,747	2,183	6,312	27	94	164	95	125	Madras and Southern Mahratta.
24	254	716	..	430	8	48	103	..	..	Nizam's State.
(*j*)705	4,594	6,191	11,439	29,477	69	516	627	..	20	North Western.
64	696	1,738	..	1,060	..	..	..	..	..	South Indian.
2,257	17,350	30,970	37,546	70,987	163	1,028	1,405	209	313	Total.
										3′ 3¾ Gauge.
193	1,246	1,166	1,902	4,302	..	..	..	..	..	Assam Bengal.
75	482	684	1,144	1,176	(*k*) 119	567	576	460	964	Bengal and North Western.
141	1,176	1,578	162	1,801	32	192	192	..	..	Bombay, Baroda and Central India.
167	1,398	2,664	..	1,972	6	36	48	..	..	Burma.
156	1,018	947	1,996	2,719	(*m*)34	156	156	94	106	Eastern Bengal.
43	134	198	672	921	11	29	42	13	..	Jodhpur.
130	502	945	542	2,713	17	68	102	..	..	Madras and Southern Mahratta.
14	132	295	..	196	‖8	51	110	..	..	Nizam's State.
25	147	216	350	722	(*l*)20	67	69	139	139	Rohilkund and Kumaon.
156	1,075	2,308	177	1,966	5	30	40	..	..	South Indian.
1,100	7,310	10,941	6,945	18,488	252	1,196	1,335	706	1,209	Total.

‡Includes 51 Bogies Electric Stock.
§Includes 641 first, 2,043 second and 1,542 third class seats of Electric Stock; and excludes 100 Dining seats.
‖ Six Wheeled.
(*j*) Includes 2 Steam Coach Trailers.
(*k*) Includes 90 six-wheelers.
(*l*) Includes 6 six-wheelers.
(*m*) Includes 24 six-wheelers.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1935*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					*Four-wheelers*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur	135	..	..	276	7,780	5	..	..	52	120	..	..	13	380
Bombay, Baroda and Central India.	90	16	..	1,998	4,395	..	..	..	..	..	..	..	15	480
Eastern Bengal	209	..	..	1,094	17,529	5	..	..	56	127	..	..	2	72
East Indian	510	26	46	738	31,042	12	..	..	..	499	..	..	19	504
Great Indian Peninsula	237	91	238	113	11,854	..	..	..	..	..	58	†3,288	29	990
Madras and Southern Mahratta.	131	..	..	..	7,925	15	..	..	..	410	..	..	5	142
Nizam's State	17	..	..	..	656	2	..	..	..	72	..	..	..	..
North Western	477	248	224	1,615	23,085	..	..	..	..	..	18	1,152	36	868
South Indian	108	72	144	..	6,481	..	..	..	..	..	..	..	2	64
Total	1,914	453	652	5,834	110,747	39	..	..	108	1,228	76	4,440	121	3,500
3′ 3¾″ GAUGE.														
Assam Bengal	141	..	..	1,470	3,642	48	..	..	..	192	..	..	2	46
Bengal and North Western	42	..	..	..	2,038	(*a*)21	..	..	..	516	..	..	*2	4
Bombay, Baroda and Central India.	187	..	..	..	9,595	..	..	..	..	..	..	..	5	(*b*)160
Burma	225	100	48	..	9,575	14	..	..	..	278	..	..	3	61
Eastern Bengal	155	..	..	156	6,232	4	..	..	..	63	..	..	2	30
Jodhpur	58	..	..	..	3,214	4	..	..	..	86	..	..	4	66
Madras and Southern Mahratta.	130	..	..	72	4,418	155	..	..	..	1,992	..	..	..	..
Nizam's State	21	..	128	..	577	*5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon	19	..	..	53	977	*1	..	..	13	19	..	..	1	25
South Indian	307	..	18	..	15,597	1	..	..	..	22	..	..	8	150
Total	1,285	100	194	1,751	55,865	253	..	..	13	3,336	..	..	27	562

* Six-Wheeled.

† 84 first class and 3,204 third class.

(*a*) Includes 13 six-wheelers.

(*b*) Includes 72 Dining seats of 6 Bogie 1st, 2nd and Dining Cars included in the number 141 shown under column 12, page 81.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
..	..	..	..	6	32	..	..	829	Bengal Nagpur.
1	7	..	..	13	156	*10	111	712	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	788	Eastern Bengal.
16	48	..	..	23	149	§1	..	2,608	East Indian.
5	15	..	..	20	139	..	..	1,348	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	707	Madras and Southern Mahratta.
†11	55	5	12	6	46	..	..	141	Nizam's State.
27	118	..	..	22(*b*)	104	..	..	2,547	North Western.
..	..	..	..	2	16	..	..	317	South Indian.
64	253	6	14	98	673	13	123	9,997	Total.
									3′ 3⅜″ GAUGE.
1	2	1	5	1	3	..	..	623	Assam-Bengal.
1	2	‡2	4	..	..	(*a*)14	22	1,312	Bengal and North Western.
6	22	†	1	16	94	1	2	1,270	Bombay, Baroda and Central India.
3	4	..	..	15	(*d*)105	..	..	1,003	Burma.
2	4	..	..	2	5	..	..	732	Eastern Bengal.
..	..	..	..	..	..	..	..	247	Jodhpur.
2	4	..	..	1	6	4	12	874	Madras and Southern Mahratta.
4	29	‡1	4	1	3	‡1	4	154	Nizam's State.
..	..	..	..	..	..	(*c*)3	4	249	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,276	South Indian.
21	71	5	14	39	254	23	44	7,740	Total.

* Includes 3 six wheelers.
† Includes 3 first class State carriages.
(*a*) Includes 6 six-wheelers.
(*b*) Tourist cars.
‡ Six-wheeled
§F. W. Prison van with 50 third class seats.
(*c*) Includes 1 six-wheeler.
(*d*) Excluding 117 3rd class seats.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal-Nagpur	...	...	28	...	75	41	246	8	75
Bombay, Baroda and Central India	...	...	...	...	57	22	132	80	2
Eastern Bengal	3	..	...	...	38	38	228	105	60
East Indian	...	...	4	14	231	153	918	51	41
Great Indian Peninsula	9	...	2	...	87	91	501	29	294
Madras and Southern Mahratta	...	...	...	4	41	27	162	103	1
Nizam's State	...	...	...	1	10	13	78	..	*10
North Western	16	...	...	...	118	162	972	167	(a) 435
South Indian	5	...	..	...	24	17	102	52	...
Total	33	..	34	19	681	564	3,339	595	918
3′ 3⅜″ GAUGE									
Assam-Bengal	8	19	..	...	27	12	48	5	43
Bengal and North-Western	...	...	...	...	21	30	120	...	(b) 3
Bombay, Baroda and Central India	...	...	...	...	52	72	288	23	†6
Burma	30	...	...	...	71	25	100	31	156
Eastern Bengal	6	...	...	1	36	32	128	81	53
Jodhpur	...	..	...	...	4	8	32	7	3
Madras and Southern Mahratta	...	...	...	...	33	34	136	44	14
Nizam's State	...	...	...	..	4	12	48	..	*2
Rohilkund and Kumaon	...	...	3	...	7	12	48	6	7
South Indian	11	..	5	..	38	42	100	10	13
Total	55	19	8	1	293	279	1,048	207	300

* Includes 2 State Vehicles (a dynamo van and a kitchen and third class bogie).
† Includes 3 Insulated cars.
(a) Includes 169 Cold Storage Vans and 23 Insulated Fruit Vans.
(b) Includes 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.					
No.	No.		(Cols. 46, 58 to 60.)	No.	Berths.	
58	59	60	61	62	63	64
						5′ 6″ GAUGE.
..	..	227	1,056	131	(c) 114	Bengal Nagpur.
28	7	161	908	20	40	Bombay, Baroda and Central India.
—	12	244	1,044	61	(d) 121	Eastern Bengal.
—	86	494	3,188	336	264	East Indian.
15	35	512	1,910	227	343	Great Indian Peninsula.
—	46	176	929	102	308	Madras and Southern Mahratta.
—	9	34	‡184	10	20	Nizam's State.
—	122	898	3,567	243	487	North Western.
—	—	98	415	31	22	South Indian.
43	317	2,844	13,201	1,161	1,719	Total.
						3′ 3⅜″ GAUGE.
—	—	114	737	120	305	Assam Bengal.
—	(h)163	54	1,529	(i)32	48	Bengal and North Western.
28	4	153	1,455	30	52	Bombay, Baroda and Central India.
—	—	313	1,316	74	148	Burma.
—	20	209	961	81	(e) 105	Eastern Bengal.
4	10	22	283	50	135	Jodhpur.
—	—	125	999	124	124	Madras and Southern Mahratta.
—	15	18	(f)187	(k)25	(g)18	Nizam's State.
—	—	35	284	(j)13	17	Rohilkund and Kumaon.
..	..	119	1,395	63	79	South Indian.
32	212	1,162	9,146	612	1,031	Total.

‡ Includes 18 units of State Stock for private use.
(c) Excludes 16 chairs.
(d) Excluding those of one Inspection Car, and one electric charging van.
(e) Excluding those of one Inspection car, 1 tender to saloon, and 1 electric charging van.
(f) Includes 7 units of State Stock for private use.
(g) Excluding 718 third seats.
(h) Includes 123 six-wheelers.
(i) Includes 8 six-wheelers and 1 bogie.
(j) Includes 5 six-wheelers.
(k) Includes 15 workmen train Carriages.

10.—Statement of Equipment showing the actual stock running on

C.—Goods

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal-Nagpur .	..	6,783	..	..	143,310	..	13,185	..	..	290,061	46	61
Bombay, Baroda & Central India.	828	4,996	..	..	123,160	194	1,909	..	7	45,478	..	17
Eastern Bengal .	1,234	5,332	..	2	128,670	86	55	1	2	2,597	211	311
East Indian .	935	33,076	6	2	671,609	181	13,620	22	4	288,099	289	2
Great Indian Peninsula.	2,376	8,225	..	1,057	254,604	457	2,725	..	224	74,686	752	185
Madras & Southern Mahratta.	706	3,520	..	..	89,971	63	948	..	73	24,366	118	156
Nizam's State .	..	(a) 957	..	..	20,621	..	956	..	..	20,963	..	229
North Western .	57	22,628	195	105	516,680	34	2,346	..	101	55,436	13	1,748
South Indian .	..	1,507	..	..	33,928	..	615	..	..	13,824	..	..
Total .	6,136	87,024	201	1,166	1,982,553	1,015	36,359	23	411	815,510	1,429	2,709

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge												
Assam-Bengal .	634	3,934	100	..	51,602	17	..	44	..	1,050	20	..
Bengal & North-Western.	4,080	5,497	961	..	120,854	..	..	..	..	..	444	350
Bombay, Baroda & Central India.	69	5,173	438	95	75,744	219	128	463	14	12,368	..	389
Burma . .	..	6,442	..	193	89,221	..	..	..	..	..	..	985
Eastern Bengal .	1,028	1,689	641	814	62,398	..	10	..	12	443	235	129
Jodhpur . .	..	1,514	494	1	22,436	..	..	..	..	..	..	97
Madras & Southern Mahratta.	540	3,321	2,039	42	82,152	..	787	90	..	14,388	20	306
Nizam's State .	..	980	..	..	12,565	..	*75	..	..	771	..	252
Rohilkund and Kumaon.	324	1,082	874	..	31,956	..	..	30	..	540	7	217
South Indian .	821	1,237	1,635	45	54,786	225	346	176	346	16,647	..	..
Total .	7,496	30,869	7,182	1,190	603,714	461	1,346	803	372	46,207	726	2,725

* Includes 20 high sided wagons coupled to goods brake vans, and 2 are being utilised as temporary water tanks.

Class I Railways on the 31st March 1935—Broad and Metre gauges—contd.

Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6 11 and 16	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
..	..	1,965	17	10	268	569	30	171	1,116	22,256	496	156	79	2	B. N.
51	221	10,741	893	13	..	..	30	141	1	9,301	203	511	15	9	B. B. & C. I.
156	..	14,628	..	4	29	87	56	88	103	7,757	83	116	27	9	E. B.
..	..	4,928	109	37	27	406	25	346	365	49,452	1,023	1,217	116	27	E. I.
..	..	15,242	1,677	32	198	70	79	171	20	18,248	590	640	92	22	G. I. P.
..	..	3,805	5	29	99	9	56	88	7	5,877	201	205	29	2	M. & S. M.
..	..	4,730	..	..	10	..	..	..	..	2,152	45	145	5	11	N. S.
7	146	45,997	4	49	77	438	100	400	†206	28,654	395	(*b*)404	130	20	N. W.
..	..	..	..	13	103	12	9	9	4	2,272	53	160	6	..	S. I.
214	367	102,036	2,705	187	811	1,591	385	1,414	1,822	145,969	3,089	(*c*) 3,554	499	102	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods fvehicles or public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3⅜″ GAUGE.
..	..	200	8	1	..	205	111	79	52	5,205	2	596	19	2	A. B.
28	..	8,583	..	..	280	100	20	6	1	11,767	130	28	47	1	B. & N. W.
326	..	10,824	917	25	11	145	6	29	24	8,471	149	634	46	..	B. B. & C. I.
..	158	17,958	739	9	310	532	7	58	..	9,433	235	399	114	..	Burma.
13	108	6,679	..	8	89	158	11	55	10	5,010	70	104	30	..	F. B.
70	223	6,744	47	3	..	..	5	17	..	2,471	47	89	2	..	Jodhpur.
30	..	4,562	113	13	149	9	26	65	217	7,767	266	116	42	..	M. & S. M.
..	2	3,055	..	..	20	..	1	3	..	1,333	37	138	6	2	N. S.
..	..	2,544	..	2	71	40	..	..	7	2,654	57	58	24	1	R. & K.
5	..	95	..	9	11	125	29	95	13	5,118	192	1,603	18	1	S. I.
472	491	61,244	1,824	70	941	1,314	216	407	324	59,229	1,185	3,765	348	7	Total.

† Includes 200 sugar cane trucks.

(*b*) The corresponding figure for the last year should be 402 instead of 362 as shown.

(*c*) The corresponding figure for the last year should be 3,588 instead of 3,518, *vide* note (*b*) above.

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1935—concld.

COACHING STOCK—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.) No. (in units).	Seats by Classes. 1st.	2nd.	Inter.	3rd.	Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use. In units.
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE.									
Bengal Nagpur	379	528	547	898	10,322	27	406	29	3
Bombay, Baroda and Central India	69	(*b*)	176	(*b*)	3,545	—	69	—	..
Eastern Bengal	53	66	24	85	1,122	—	53	..	..
Great Indian Peninsula	(*a*) 49	(*b*)	66	(*b*)	1,936	2	51	1	..
North Western	301	470	636	832	9,463	62	363	14	..
South Indian	34	40	—	—	783	..	34	1	..
TOTAL	885	1,104	1,449	1,815	27,171	91	976	45	3

GOODS STOCK—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans.) Number. (In units).	Total capacity in tons.	Railway service wagons (In units).	Remarks.
1	2	3	4	5
2′ 6″ GAUGE.				
Bengal Nagpur	*2,002	**30,754	(*c*) 12	
Bombay, Baroda and Central India	‖318	¶3,901	1	
Eastern Bengal	†27	††116	—	
Great Indian Peninsula	‡206	‡‡3,220	30	
North Western	§836	§§11,488	88	
South Indian	78	765	—	
TOTAL	3,467	50,244	(*d*) 131	

* Includes 304 special wagons.
† Includes 6 special wagons.
‡ Includes 5 special wagons.
§ Includes 137 special wagons.
(*a*) Includes one Bogie third class Diesel Electric Rail Car.
(*b*) Included in next column.
‖ Includes 20 special wagons.
¶ Includes 75 tons carrying capacity of 20 special wagons.
** Includes 3,378 tons carrying capacity of 304 special wagons.
†† Includes 29 tons carrying capacity of 6 special wagons.
‡‡ Includes 30 tons carrying capacity of 5 special wagons.
§§ Includes 1,173 tons carrying capacity of 137 special wagons.
(*c*) The corresponding figure in this column for the last year should be 10 instead of 9 as shown.
(*d*) " " " " " " " " 128 " " 127 *vide* note (*c*) above.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1934-35.

11.—Statement of net additions to, or reductions in

Railway.	Locomotives.			Rail motors.		Steam coaches.		Electric motor coaches.		Coaching vehicles used exclusively	
	Steam.	Electric.								Pass	
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ GAUGE.											
Bengal Nagpur . . .	—35	..	—602,851	..	..	..	..	..	..	—7	—15
Bombay, Baroda and Central India	—5	..	—45,340	..	..	..	..	..	..	—19	..
Eastern Bengal . . .	..	..	23,275	..	..	..	..	..	..	—25	—96
East Indian	—15	..	6,578	..	..	..	..	..	..	—38	—190
Great Indian Peninsula . .	—40	..	—787,546	..	..	—1	—50	..	..	—94	—145
Madras and Southern Mahratta	—6	..	—89,600	..	..	..	..	..	..	—4	—8
Nizam's State . . .	—4	..	—10,119	..	..	..	..	..	..	—3	..
North Western . . .	—49	..	—954,425	..	..	..	..	..	..	—32	—43
South Indian . . .	—2	..	5,160	..	..	..	..	..	..	9	54
Total .	—156	..	—2,454,868	..	..	—1	—50	..		—213	—443
3′ 3¾″ GAUGE.											
Assam-Bengal	1	..	52,395	..	..	..	..	..	..	—2	—2
Bengal and North Western .	—4	..	5,127	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	1	..	94,664	..	..	..	..	..	..	—48	—6
Burma	—12	..	—116,403	..	..	..	..	..	..	—46	—18
Eastern Bengal . . .	—6	..	—85,823	..	..	..	..	..	..	—32	—24
Jodhpur	..	..	3,739	..	..	..	..	..	..	9	4
Madras and Southern Mahratta .	—6	..	—72,911	..	..	..	..	..	..	—30	—28
Nizam's State . . .	5	..	57,960	..	..	..	..	..	..	—6	—30
Rohilkund and Kumaon . .	—1	..	—11,047	..	..	..	..	..	..	—1	..
South Indian	—16	..	—153,523	..	..	..	..	..	..	—3	—24
Total .	—38	..	—225,822	..	..	..	..	..	..	—159	—128
2′ 6″ & 2′ 0″ GAUGES.											
Bengal-Nagpur . . .	..	..	—1,670	..	..	..	..	..	..	—5	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	—2	..
Eastern Bengal . . .	—1	..	—3,310	..	..	..	..	..	..	—4	—12
Great Indian Peninsula . .	..	..	..	..	..	..	..	..	..	1	..
North Western . . .	—3	..	—29,690	—1	—8	..	30	1	16	—12	—13
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total .	—4	..	—34,670	—1	—8	..	30	1	16	—22	—25

equipment of ***Class I Railways*** *during the year 1934-35—(By gauges).*

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages inspection trollies, Travelling cranes and Dummy Trucks.			
enger carriages			Other coaching vehicles including brake vans. (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).			Road Motors.	Railway.
Seats.				No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.										
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
—18	—36	—380	—3	—70	—101	409	8,791	—25	—2	52	..	Bengal Nagpur.
209	—225	—2,234	—4	34	748	—30	—568	—162	..	—1	..	Bombay, Baroda and Central India.
—135	—321	—1,200	—8	50	2,493	—20	—114	—5	1	3	—1	Eastern Bengal.
—226	—91	—1,471	—16	334	8,521	214	5,473	—28	24	—1	..	East Indian.
—452	—130	—7,167	—21	299	7,088	—232	—3,431	—166	7	—36	—1	Great Indian Peninsula.
—44	320	4	1	75	1,659	—34	—258	—12	—3	—41	..	Madras and Southern Mahratta.
6	..	—76	..	43	979	66	1,642	3	..	6	—1	Nizam's State.
—217	—165	—2,554	—26	—302	—5,715	—77	—1,258	182	—4	39	..	North Western.
—80	..	604	—6	209	4,598	90	1,940	—33	..	—7	..	South Indian.
—957	—648	—14,184	—83	672	20,270	386	12,217	—246	23	14	—3	Total.
												3′ 3⅜″ GAUGE.
—2	—234	261	5	—28	—306	—7	—70	8	1	..	..	Assam-Bengal.
..	..	..	..	—26	—270	—4	—40	6	..	1	..	Bengal and North Western.
—3	..	—2,108	30	—39	—2,275	—24	—321	3	..	2	..	Bombay, Baroda and Central India.
—32	..	—2,651	8	—6	—68	—454	—3,218	—35	—4	10	..	Burma.
—24	—70	—753	—6	—57	—419	—13	362	—8	..	—1	..	Eastern Bengal.
8	9	338	..	..	—28	..	—4	4	..	..	..	Jodhpur.
3	48	—774	—2	—130	1,855	—12	2,859	—1	..	—6	..	Madras and Southern Mahratta.
—28	..	—59	..	—6	—75	—4	—49	..	..	2	—1	Nizam's State.
..	15	—114	..	84	1,010	—11	—88	—7	..	—1	..	Rohilkund and Kumon.
27	..	253	—5	—140	—2,016	—34	—294	—33	—2	55	..	South Indian.
—51	—232	—5,607	30	—348	—2,592	—563	—863	—63	—5	62	—1	Total.
												2′ 6″ & 2′ 0″ GAUGES.
..	—19	—33	—1	—1	257	—27	—314	..	..	2	..	Bengal Nagpur.
..	..	—13	..	—5	—25	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	—20	—4	..	—1	—4	..	..	..	—1	..	..	Eastern Bengal.
..	..	58	..	..	..	..	..	..	..	1	..	Great Indian Peninsula.
—47	—30	—241	—6	..	—259	..	—32	12	—1	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—47	—69	—233	—7	—7	—31	—27	—346	12	—2	3	..	Total.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passengers' carried 1st. 9	2nd. 10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1933-34*	*21,2*	*99,7*	*1,514,6*	*14,245,6*	*15,881,1*	*558,5*	*24,1*	*109,8*
	1934-35	20,8	103,3	1,539,0	14,524,5	16,187,6	552,8	23,8	114,0
Bombay, Baroda and Central India	*1933-34*	*41,0*	*1,834,1*	*58,2*	*52,655,9*	*54,589,2*	*2,226,5*	*48,2*	*1,889,9*
	1934-35	41,0	1,670,6	64,0	54,035,3	55,810,9	2,287,6	49,3	1,752,3
Eastern-Bengal	*1933-34*	*42,0*	*195,1*	*1,551,0*	*23,725,5*	*25,513,6*	*965,0*	*46,3*	*210,0*
	1934-35	42,8	180,7	1,328,0	24,938,0	26,489,5	1,058,4	47,6	196,1
East Indian	*1933-34*	*55,2*	*383,0*	*3,596,5*	*51,513,2*	*55,547,9*	*2,493,7*	*64,9*	*418,6*
	1934-35	55,3	374,2	3,634,1	52,587,9	56,651,5	2,527,6	64,8	408,6
Great Indian Peninsula	*1933-34*	*62,4*	*854,1*	*87,3*	*47,319,8*	*48,323,6*	*1,800,0*	*76,1*	*902,5*
	1934-35	59,2	829,4	88,2	47,073,6	48,050,4	2,000,8	72,0	876,0
Madras and Southern Mahratta	*1933-34*	*11,9*	*88,1*	*209,2*	*17,789,0*	*18,098,2*	*984,6*	*17,4*	*114,4*
	1934-35	8,5	69,1	157,9	14,003,7	14,239,2	3,906,0	16,9	111,0
Nizam's State	*1933-34*	*4,2*	*31,8*	*2,2*	*3,183,1*	*3,221,3*	*346,6*	*6,4*	*45,3*
	1934-35	3,7	30,6	2,1	3,111,6	3,148,0	343,4	5,7	44,1
North-Western	*1933-34*	*47,5*	*326,8*	*1,989,7*	*56,697,7*	*59,061,7*	*1,112,4*	*54,9*	*350,0*
	1934-35	44,6	303,5	1,954,9	61,741,0	64,044,0	1,065,1	51,2	326,0
South Indian	*1933-34*	*4,5*	*72,6*	*Nil*	*11,629,4*	*11,706,5*	*1,088,1*	*7,6*	*90,2*
	1934-35	4,9	80,9	Nil	13,118,7	13,204,5	932,6	8,3	100,2
TOTAL 5′ 6″ GAUGE	*1933-34*	*289,9*	*3,885,3*	*9,008,7*	*278,759,2*	*291,943,1*	*11,575,4*	*345,9*	*4,130,7*
	1934-35	280,8	3,642,3	8,768,2	285,134,3	297,825,6	14,674,3	339,6	3,928,3
3′ 3⅜″ GAUGE.									
Assam Bengal	*1933-34*	*9,2*	*33,6*	*287,3*	*9,631,2*	*9,961,3*	*283,4*	*10,9*	*36,8*
	1934-35	10,0	39,2	283,2	9,654,1	9,986,5	256,3	11,8	42,4
Bengal and North Western	*1933-34*	*13,0*	*80,4*	*307,1*	*27,090,1*	*27,490,6*	*898,0*	*13,9*	*84,3*
	1934-35	12,5	84,4	352,5	27,529,9	27,979,3	904,0	13,5	88,7
Bombay, Baroda and Central India	*1933-34*	*10,1*	*87,5*	*7,2*	*20,075,9*	*20,180,7*	*2,502,3*	*15,9*	*124,4*
	1934-35	11,2	82,3	10,5	20,443,7	20,547,7	2,473,4	17,2	122,5
Burma	*1933-34*	*26,9*	*242,1*	*Nil*	*20,060,7*	*20,329,7*	*Nil*	*26,9*	*242,1*
	1934-35	24,6	254,9	Nil	20,456,6	20,736,1	Nil	24,6	254,9

Class I Railways for the years 1933-34 and 1934-35.

(in hundreds). (*a*)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,540,2	*14,765,5*	*16,439,6*	*18,584,1*	*5,256*	*15,334*	*60,255*	*686,019*	*766,864*	Bengal Nagpur.
1,562,5	15,040,1	16,740,4	19,124,9	5,412	16,524	63,473	717,642	803,051	
61,7	*54,815,9*	*56,815,7*	*80,087,9*	*8,245*	*38,992*	*12,657*	*1,077,438*	*1,137,332*	Bombay, Baroda and Central India.
69,7	56,227,2	58,098,5	82,033,2	8,386	38,437	14,421	1,093,318	1,154,562	
1,602,9	*24,619,4*	*26,478,6*	*35,537,1*	*3,606*	*11,210*	*41,120*	*566,102*	*622,038*	Eastern Bengal.
1,378,0	25,926,2	27,547,9	36,578,5	3,776	10,953	36,795	612,669	664,193	
3,671,7	*53,886,4*	*58,041,6*	*58,041,6*	*14,221*	*51,575*	*180,465*	*2,942,223*	*3,188,484*	East Indian.
3,709,3	54,996,4	59,179,1	59,179,1	15,188	53,073	180,621	3,058,953	3,307,835	
118,9	*49,026,1*	*50,123,6*	*50,738,1*	*16,647*	*48,004*	*21,085*	*1,559,635*	*1,645,371*	Great Indian Peninsula.
127,3	48,975,9	50,051,2	50,667,4	16,510	48,750	21,277	1,617,932	1,704,469	
217,3	*18,733,7*	*19,082,8*	*31,729,8*	*3,853*	*14,074*	*17,638*	*626,536*	*662,101*	Madras and Southern Maharatta.
209,1	17,808,2	18,145,2	30,429,5	3,906	13,047	17,715	659,005	693,673	
3,9	*3,512,3*	*3,567,9*	*8,015,6*	*876*	*4,420*	*618*	*157,190*	*163,104*	Nizam's State.
3,8	3,437,8	3,491,4	7,997,3	828	4,305	573	154,995	160,701	
2,023,1	*57,746,1*	*60,174,1*	*60,924,5*	*12,547*	*47,047*	*107,852*	*2,589,538*	*2,756,984*	North Western.
1,985,3	62,746,6	65,109,1	65,886.0	12,171	45,072	103,141	2,778,592	2,938,976	
Nil	*12,696,8*	*12,794,6*	*57,646,7*	*952*	*6,407*	*Nil*	*290,578*	*297,937*	South Indian.
Nil	14,028,6	14,137,1	57,720,9	1,017	6,714	Nil	310,748	318,479	
9,239,7	*289,802,2*	*303,518,5*		*66,203*	*237,063*	*441,690*	*10,495,259*	*11,240,215*	TOTAL 5′ 6″ GAUGE.
9,045,0	299,187,0	312,499,9		67,194	236,875	438,016	11,003,854	11,745,939	
									3′ 3⅜″ GAUGE.
300,3	*9,896,7*	*10,244,7*	*10,244,7*	*891*	*2,266*	*13,140*	*256,509*	*272,806*	Assam Bengal.
296,2	9,892,4	10,242,8	10,242,8	958	2,449	13,197	248,569	265,173	
322,8	*27,967,6*	*28,388,6*	*28,388,6*	*1,457*	*6,555*	*18,992*	*986,155*	*1,013,159*	Bengal and North Western.
366,0	28,415,1	28,883,3	28,883,3	1,401	6,781	21,314	1,019,542	1,049,038	
12,3	*22,530,4*	*22,683,0*	*	*2,165*	*11,439*	*737*	*945,291*	*959,632*	Bombay, Baroda and Central India.
17,0	22,864,4	23,021,1	*	2,086	11,505	1,060	973,493	988,144	
Nil	*20,060,7*	*20,329,7*	*20,329,7*	*2,862*	*11,107*	*Nil*	*441,293*	*455,262*	Burma.
Nil	20,456,6	20,736,1	20,736,1	2,819	10,581	Nil	457,660	471,060	

(*a*) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have perfomred one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passen- 1st. 9	2nd. 10
3′ 3⅜″ GAUGE—*concld.*									
Eastern Bengal	*1933-34*	*6,3*	*34,5*	*403,4*	*7,883,9*	*8,328,1*	*1,159,2*	*10,9*	*47,3*
	1934-35	7,1	34,7	340,0	8,011,6	8,393,4	1,168,7	12,1	47,8
Jodhpur	*1933-34*	*2,0*	*19,1*	*92,4*	*2,906,5*	*3,020,0*	*325,7*	*3,2*	*25,5*
	1934-35	2,2	21,1	117,0	3,303,4	3,443,7	346,8	3,4	28,3
Madras and Southern Mahratta.	*1933-34*	*5,7*	*84,5*	*33,6*	*12,615,6*	*12,739,4*	*812,6*	*7,8*	*95,5*
	1934-35	5,3	75,3	42,8	12,222,6	12,346,0	703,9	7,1	86,4
Nizam's State	*1933-34*	*2,8*	*35,7*	*Nil*	*4,451,6*	*4,490,1*	*184,0*	*3,3*	*38,2*
	1934-35	2,8	37,6	Nil	4,485,5	4,525,9	200,4	3,3	40,7
Rohilkund and Kumaon	*1933-34*	*3,3*	*18,5*	*49,4*	*6,315,6*	*6,386,8*	*188,8*	*4,4*	*23,5*
	1934-35	3,2	18,5	55,6	6,358,4	6,435,7	187,7	4,3	23,5
South Indian	*1933-34*	*21,5*	*337,9*	*4,6*	*44,605,7*	*44,969,7*	*1,120,1*	*26,6*	*368,0*
	1934-35	18,6	340,0	4,8	43,471,9	43,835,3	1,077,2	26,3	363,0
TOTAL 3′ 3⅜″ GAUGE	*1933-34*	*100,8*	*973,8*	*1,185,0*	*155,636,8*	*157,896,4*	*7,474,1*	*123,8*	*1,085,6*
	1934-35	97,5	988,0	1,206,4	155,937,7	158,229,6	7,318,4	123,6	1,098,2
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*1933-34*	*9*	*7,5*	*57,4*	*2,235,8*	*2,301,6*	*150,8*	*1,4*	*10,7*
	1934-35	8	7,6	59,6	2,459,8	2,527,8	146,0	1,3	10,9
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*3,9*	*Nil*	*1,915,0*	*1,918,9*	*115,0*	*Nil*	*4,7*
	1934-35	Nil	3,5	Nil	1,900,4	1,903,9	108,0	Nil	4,3
Eastern Bengal	*1933-34*	..	*2,6*	*7,2*	*595,7*	*605,5*	*69,9*	..	*3,2*
	1934-35	..	2,1	4,2	586,2	592,5	96,3	1	2,6
Great Indian Peninsula	*1933-34*	*	*1,2*	*	*686,3*	*687,5*	*67,9*	*	*1,6*
	1934-35	*	1,1	*	692,0	693,1	82,6	*	1,4
North Western	*1933-34*	*4,1*	*11,5*	*39,3*	*891,8*	*946,7*	*171,2*	*6,0*	*16,4*
	1934-35	2,3	9,0	24,6	916,4	952,3	162,1	3,8	13,5
South Indian	*1933-34*	*2*	*Nil*	*Nil*	*318,0*	*318,2*	*31,5*	*3*	*Nil*
	1934-35	1	Nil	Nil	286,0	286,1	20,3	2	Nil
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1933-34*	*5,2*	*26,7*	*103,9*	*6,642,6*	*6,778,4*	*606,3*	*7,7*	*36,6*
	1934-35	3,2	23,3	88,4	6,840,8	6,955,7	615,3	5,4	32,7
TOTAL CLASS I RAILWAYS	*1933-34*	*395,9*	*4,885,8*	*10,297,6*	*441,038,6*	*456,617,9*	*19,655,8*	*477 4*	*5,252,9*
	1934-35	381,5	4,653,6	10,063,0	447,912,8	463,010,9	22,608,0	468,6	5,059,2

*Included in the next column.

Class I Railways for the years 1933-34 and 1934-35—contd.

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3⅜″ Gauge—*concld.*
448,1	*8,981,0*	*9,487,3*	†	*1,095*	*2,814*	*12,196*	*326,815*	*342,920*	Eastern Bengal.
382,0	9,120,2	9,562,1	†	1,138	2,979	10,942	332,844	347,903	
96,4	*3,220,6*	*3,345,7*	*3,345,7*	*357*	*2,577*	*4,186*	*153,231*	*160,351*	Jodhpur.
121,7	3,637,1	3,790,5	3,790,5	355	2,825	4,928	170,639	178.747	
39,4	*13,409,3*	*13,552,0*	†	*1,113*	*7,059*	*4,063*	*419,113*	*431,348*	Madras and Southern Mahratta.
49,4	12,907,0	13,049,9	†	1,193	6,368	4,623	427,168	439,352	
Nil	*4,632,6*	*4,674,1*	†	*413*	*2,843*	*Nil*	*160,795*	*164,051*	Nizam's State.
Nil	4,682,3	4,726,3	†	411	2,905	Nil	159,929	163,245	
52,7	*6,495,0*	*6,575,6*	*6,575,6*	*431*	*1,829*	*2,223*	*164,917*	*169,400*	Rohilkund and Kumaon.
59,4	6,536,2	6,623,4	6,623,4	423	2,034	2,660	167,952	173,069	
4,6	*45,690,6*	*46,089,8*	†	*2,174*	*15,661*	*784*	*992,349*	*1,010,968*	South Indian.
4,8	44,518,4	44,912,5	†	2,236	15,467	804	979,844	998,351	
1,276,6	*162,884,5*	*165,370,5*		*12,958*	*64,150*	*56,321*	*4,846,468*	*4,979,897*	Total 3′ 3⅜″ Gauge.
1,296,5	163,029,7	165,548,0		13,020	63,894	59,528	4,937,640	5,074,082	
									2′ 6″ and 2′ 0″ Gauges.
66,6	*2,373,7*	*2,452,4*	†	*77*	*572*	*2,307*	*73,396*	*76,352*	Bengal-Nagpur.
69,5	2,592,1	2,673,8	†	67	618	2,356	78,233	81,274	
Nil	*2,029,2*	*2,033,9*	†	*Nil*	*105*	*Nil*	*28,262*	*28,367*	Bombay, Baroda and Central India.
Nil	2,007,6	2,011,9	†	Nil	98	Nil	27,576	27,674	
7,9	*664,3*	*675,4*	†	..	*41*	*69*	*5,651*	*5,761*	Eastern Bengal.
5,1	6,81,0	688,8	†	..	34	45	5,999	6,078	
*	*753,8*	*755,4*	†	*	*41*	*	*12,268*	*12,309*	Great Indian Peninsula.
*	774,3	775,7	†	*	36	*	12,339	12,375	
44,8	*1,050,7*	*1,117,9*	†	*299*	*869*	*1,031*	*34,065*	*36,264*	North Western.
28,9	1,068,2	1,114,4	†	228	758	853	33,046	34,885	
Nil	*349,4*	*349,7*	†	*6*	*Nil*	*Nil*	*5,542*	*5,548*	South Indian.
Nil	306,2	306,4	†	6	Nil	Nil	4,822	4,828	
119,3	*7,221,1*	*7,384,7*		*382*	*1,628*	*3,407*	*159,184*	*164,601*	Total 2′ 6″ and 2′ 0″ Gauges.
103,5	7,429,4	7,571,0		301	1,544	3,254	162,015	167,114	
10 635,6	*459,907,8*	*476,273,7*	*470,189,7*	*79,543*	*302,841*	*501,418*	*15,500,911*	*16,384,713*	Total Class I Railways.
10,445,0	469,646,1	485,618,9	479,892,9	80,515	302,313	500,798	16,103,509	16,987,135	

(a) See note (a) on page 93.

† Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 21	Year. 22	Average number of miles a passenger was carried.* 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ gauge.						
Bengal Nagpur	*1933-34*	*217·7*	*139·7*	*39·1*	*46·5*	*46·6*
	1934-35	227·9	145·0	40·6	47·7	47·1
Bombay, Baroda and Central India	*1933-34*	*171·0*	*20·6*	*205·0*	*19·7*	*20·0*
	1934-35	170·1	21·9	207·0	19·4	19·9
Eastern Bengal	*1933-34*	*77·9*	*53·4*	*25·7*	*23·0*	*23·5*
	1934-35	79·4	55·9	26·7	23·6	24·1
East Indian	*1933-34*	*219·0*	*123·0*	*49·0*	*55·0*	*55·0*
	1934-35	234·0	130·0	49·0	56·0	56·0
Great Indian Peninsula	*1933-34*	*218·7*	*53·2*	*177·3*	*31·8*	*32·8*
	1934-35	229·2	55·6	167·2	33·0	34·1
Madras and Southern Mahratta	*1933-34*	*221·0*	*123·1*	*81·2*	*33·4*	*34·7*
	1934-35	231·1	117·5	84·7	37·0	38·2
Nizam's State	*1933-34*	*137·7*	*97·7*	*156·4*	*44·8*	*45·7*
	1934-35	144·5	97·6	150·9	45·1	46·0
North Western	*1933-34*	*228·7*	*134·4*	*53·3*	*44·8*	*45·8*
	1934-35	237·5	138·3	52·0	44·3	45·1
South Indian	*1933-34*	*126·0*	*71·0*	*Nil*	*22·9*	*23·3*
	1934-35	123·1	67·0	Nil	22·2	22·5
Total 5′ 6″ gauge	*1933-34*	*191·4*	*57·4*	*47·8*	*36·2*	*37·0*
	1934-35	197·6	60·3	48·4	36·8	37·6
3′ 3⅜″ gauge.						
Assam Bengal	*1933-34*	*81·5*	*61·6*	*43·7*	*25·9*	*26·6*
	1934-35	81·6	57·8	44·6	25·1	25·9
Bengal and North Western	*1933-34*	*104·8*	*77·8*	*58·8*	*35·3*	*35·7*
	1934-35	103·8	76·4	58·2	35·9	36·3
Bombay, Baroda and Central India	*1933-34*	*136·0*	*92·0*	*59·9*	*42·0*	*42·3*
	1934-35	121·4	93·9	62·1	42·6	42·9
Burma	*1933-34*	*106·3*	*45·9*	*Nil*	*22·0*	*22·4*
	1934-35	114·7	41·5	Nil	22·4	22·7

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over to or more railways or two or more gauges on the same railway are considered ss having made two or more senarate journeys.

Class I Railways for the years 1933-34 and 1934-35—contd.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
4,93	*7,11*	*12,10*	*1,17,36*	*1,41,50*	*18·0*	*8·91*	*3·85*	*3·28*	*3·54*	Bengal-Nagpur.
5,20	7,54	12,49	1,21,41	1,46,64	18·4	8·76	3·78	3·25	3·51	
7,45	*15,89*	*3,60*	*1,75,95*	*2,02,89*	*17·4*	*7·82*	*5·46*	*3·14*	*3·43*	Bombay, Baroda and Central India.
7,34	15,83	4,12	1,76,69	2,03,98	16·8	7·91	5·49	3·10	3·39	
3,16	*5,78*	*8,68*	*94,87*	*1,12,49*	*16·8*	*9·90*	*4·05*	*3·21*	*3·47*	Eastern-Bengal.
3,29	5,75	7,76	1,01,41	1,18,21	16·7	10·1	4·05	3·17	3·41	
12,16	*19,90*	*33,68*	*4,14,96*	*4,80,70*	*16·4*	*7·41*	*3·58*	*2·70*	*2·89*	East Indian.
12,79	20,58	34,18	4,34,92	5,02,47	16·2	7·45	3·63	2·73	2·91	
16,35	*22,85*	*6,97*	*2,87,26*	*3,33,43*	*18·9*	*9·14*	*6·35*	*3·54*	*3·89*	Great Indian Peninsula.
16,28	23,26	7,17	2,73,80	3,20,51	18·9	9·16	6·47	3·25	3·61	
4,31	*7,12*	*5,36*	*1,21,88*	*1,38,67*	*21·5*	*9·71*	*5·83*	*3·74*	*4·02*	Madras and Southern Mahratta.
4,51	6,93	5,38	1,19,56	1,36,38	22·2	10·2	5·83	3·48	3·77	
91	*2,21*	*19*	*27,52*	*30,83*	*19·9*	*9·60*	*6·08*	*3·36*	*3·63*	Nizam's State.
84	2,18	18	27,46	30,66	19·5	9·73	6·14	3·40	3·66	
10,55	*20,09*	*25,43*	*4,05,35*	*4,61,42*(a)	*16·1*	*8·20*	*4·53*	*3·01*	*3·21*	North Western.
10,41	19,34	24,49	4,06,76	4,61,00	16·4	8·24	4·56	2·81	3·01	
1,13	*3,64*	*Nil*	*53,68*	*58,45*	*20·2*	*9·97*	*Nil*	*3·42*	*3·61*	South Indian.
1, 11	3,65	Nil	54,95	59,71	18·4	9·51	*Nil*	3·27	3·45	
60,95	*1,04,59*	*96,01*	*16,98,83*	*19,60,38*(a)	*17·7*	*8·47*	*4·17*	*3·11*	*3·35*	Total 5′ 6″ gauge.
61,77	1,05,06	95,77	17,16,96	19,79,56	17·7	8·52	4·20	3·00	3·24	
										3′ 3⅜″ gauge.
1,32	*1,61*	*3,29*	*49,94*	*56,16*	*28·5*	*13·6*	*4·80*	*3·73*	*3·95*	Assam Bengal.
1,29	1,57	3,32	48,31	54,49	25·8	12·3	4·80	3·72	3·94	
99	*2,38*	*3,47*	*1,17,90*	*1,24,74*	*12·4*	*6·74*	*3·39*	*2·23*	*2·30*	Bengal and North Western.
90	2,40	3,91	1,22,24	1,29,45	11·5	6·54	3·40	2·24	2·31	
2,09	*5,89*	*17*	*1,63,74*	*1,71,89*	*18·6*	*9·87*	*4·49*	*3·33*	*3·44*	Bombay, Baroda and Central India.
2,08	5,92	25	1,67,66	1,75,91	19·2	9·88	4·55	3·31	3·42	
2,86	*4,97*	*Nil*	*78,76*	*86,59*	*19·2*	*8·56*	*Nil*	*3·41*	*3·63*	Burma.
2,83	4,60	Nil	80,99	88,42	19·3	8·34	Nil	3·39	3·60	

(a) Excludes a credit of Rs. 1,94 (000) received from the E. I. Railway on account of passengers carried over the Delhi-Ghaziabad section for the period April 1925 to May 1931 : this amount is included in statements 5 and 6.

12.—*Statement of Passenger Revenue Statistics of* **Class I Railways**

Railway. 21	Year. 22	* Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ gauge—*concld.*						
Eastern Bengal	*1933-34*	*100·2*	*59·5*	*27·2*	*36·4*	*36·1*
	1934-35	94·5	62·3	28·6	36·5	36·4
Jodhpur	*1933-34*	*111·3*	*101·0*	*43·4*	*47·6*	*47·9*
	1934-35	104·2	99·8	40·5	46·9	47·2
Madras and Southern Mahratta	*1933-34*	*142·6*	*73·9*	*103·1*	*31·3*	*31·8*
	1934-35	168·0	73·7	93·6	33·1	3 3·7
Nizam's State	*1933-34*	*127·1*	*74·4*	*Nil*	*34·7*	*35·1*
	1934-35	125·6	71·3	Nil	34·2	34·5
Rohilkund & Kumaon	*1933-34*	*98·7*	*77·9*	*42·2*	*25·4*	*25·8*
	1934-35	99·4	86·6	44·8	25·7	26·1
South Indian	*1933-34*	*81·8*	*42·6*	*168·6*	*21·7*	*21·9*
	1934-35	85·1	42·6	165·9	22·0	22·2
Total 3′ 3⅜″ gauge	*1933-34*	*104·7*	*59·1*	*44·1*	*29·8*	*30·1*
	1934-35	105·0	58·2	45·9	30·3	30·7
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1933-34*	*54·4*	*53·8*	*34·6*	*30·9*	*31·1*
	1934-35	52·4	56·4	33·9	30·2	30·4
Bombay, Baroda and Central India	*1933-34*	*Nil*	*22·2*	*Nil*	*13·9*	*14·0*
	1934-35	Nil	23·1	Nil	13·7	13·8
Eastern Bengal	*1933-34*	*8·71*	*13·1*	*8·71*	*8·51*	*8·53*
	1934-35	7·21	13·0	8·71	8·81	8·82
Great Indian Peninsula	*1933-34*	†	*25·9*	†	*16·3*	*16·3*
	1934-35	†	25·8	†	15·9	16·0
North-Western	*1933-34*	*49·8*	*53·0*	*23·0*	*32·4*	*32·4*
	1934-35	59·6	56·2	29·5	30·9	31·3
South Indian	*1933-34*	*24·0*	*Nil*	*Nil*	*15·9*	*15·9*
	1934-35	24·0	Nil	Nil	15·8	15·8
Total 2′ 6″ and 2′ 0″ gauges	*1933-34*	*49·6*	*44·5*	*28·6*	*22·0*	*22·3*
	1934-35	60·2	46·8	31·3	21·8	22·1
Total Class I Railways	*1933-34*	*166·6*	*57·7*	*47·1*	*33·7*	*34·4*
	1934-35	171·7	59·8	47·9	34·3	35·0

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

for the years 1933-34 and 1934-35—concld.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						
										3′ 3⅜″ gauge—*concld.*
96	*1,46*	*2,57*	*54,73*	*59,72*	*16·7*	*9·78*	*4·01*	*3·19*	*3·31*	Eastern Bengal.
99	1,56	2,31	55,06	59,92	16·6	9·95	4·01	3·16	3·28	
42	*1,49*	*1,08*	*29,95*	*32,94*	*22·7*	*11·1*	*4·95*	*3·75*	*3·94*	Jodhpur.
42	1,63	1,28	33,55	36,88	22·7	11·1	4·98	3·78	3·96	
1,22	*3,80*	*1,26*	*81,47*	*87,75*	*21·0*	*10·3*	*5·97*	*3·73*	*3·91*	Madras and Southern Mahratta.
1,22	3,42	1,43	78,57	84,64	19·6	10·3	5·94	3·53	3·70	
34	*1,16*	*Nil*	*24,92*	*26,42*	*16·0*	*7·80*	*Nil*	*2·98*	*3·09*	Nizam's State.
36	1,18	Nil	24,83	26,37	16·6	7·76	Nil	2·98	3·10	
48	*95*	*53*	*21,59*	*23,55*	*21·4*	*9·96*	*4·51*	*2·51*	*2·66*	Rohilkund and Kumaon.
45	1,02	59	21,90	23,96	20·4	9·66	4·27	2·50	2·66	
2,51	*7,90*	*31*	*1,76,10*	*1,86,82*	*20·4*	*8·91*	*7·54*	*3·36*	*3·49*	South Indian.
2,67	7,27	32	1,73,23	1,83,49	18·2	8·71	7·63	3·33	3·45	
13,19	*31,61*	*12,68*	*7,99,10*	*8,56,58*	*19·5*	*9·46*	*4·32*	*3·17*	*3·30*	Total 3′ 3⅜″ gauge.
13,21	30,57	13,41	8,06,34	8,63,53	19·5	9·19	4·33	3·14	3·27	
										2′ 6″ and 2′ 0″ gauges.
7	*29*	*49*	*11,90*	*12,75*	*18·5*	*9·55*	*4.04*	*3·11*	*3·21*	Bengal-Nagpur.
7	29	49	11,93	12,78	18·4	8·99	4·01	2·93	3·02	
Nil	*9*	*Nil*	*4,70*	*4,79*	*Nil*	*16·0*	*Nil*	*3·19*	*3·24*	Bombay, Baroda and Central India.
Nil	9	Nil	4,55	4,64	Nil	16·3	Nil	3·17	3·22	
..	*3*	*1*	*1,09*	*1,13*	*19·2*	*13·6*	*4·04*	*3·70*	*3·78*	Eastern Bengal.
..	3	1	1,14	1,18	16·9	13·8	4·04	3·66	3·72	
†	*3*	†	*3,05*	*3,08*	†	*13·1*	†	*4·78*	*4·81*	Great Indian Peninsula.
†	2	†	3,04	3,06	†	13·1	†	4·72	4·75	
53	*67*	*50*	*9,36*	*11,06*	*34·0*	*14·7*	*9·35*	*5·28*	*5·86*	North-Western.
52	62	44	8,78	10,36	43·6	15·8	9·94	5·10	5·70	
1	*Nil*	*Nil*	*98*	99	*18·7*	*Nil*	*Nil*	*3·42*	*3·44*	South Indian.
1	Nil	Nil	85	86	17·0	Nil	Nil	3·42	3·43	
61	*1,11*	*1,00*	*31,08*	*33,80*	*30·7*	*13·1*	*5·64*	*3·75*	*3·94*	Total 2′ 6″ and 2′ 0″ gauges.
60	1,05	94	30,29	32,88	38·3	13·1	5·55	3·59	3·78	
74,75	*1,37,31*	*1,09,69*	*25,29,01*	*28,50,76* (a)	*18·0*	*8·71*	*4·20*	*3·13*	*3·34*	Total Class I Railways.
75,58	1,36,68	1,10,12	25,53,59	28,75,97	18·0	8·68	4·22	3·04	3·25	

(a) see note (a) on page 97.

13.—*Statement of Goods Revenue Statistics of* ***Class I Railways***

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1933-34*	*4,642*	*1,188*	*699*	*724*	*5,095*	*12,348*	*1,242*	*13,590*
	1934-35	4,973	1,188	791	667	6,205	13,824	1,297	15,121
Bombay, Baroda and Central India.	*1933-34*	*1*	*Nil*	*12*	*326*	*2,527*	*2,866*	*1,873*	*4,739*
	1934-35	1	Nil	13	274	2,606	2,894	2,136	5,030
Eastern Bengal	*1933-34*	*4*	..	*5*	*233*	*1,637*	*1,879*	*2,519*	*4,398*
	1934-35	5	..	3	353	2,469	2,830	2,524	5,354
East Indian	*1933-34*	*7,134*	*1,935*	*1,467*	*1,383*	*5,677*	*17,596*	*3,328*	*20,924*
	1934-35	8,067	2,186	1,607	1,168	7,172	20,200	3,575	23,775
Great Indian Peninsula	*1933-34*	*793*	Nil	*392*	*1,098*	*4,345*	*6,628*	*3,107*	*9,735*
	1934-35	707	69	552	1,002	4,476	6,806	3,272	10,078
Madras and Southern Mahratta.	*1933-34*	*61*	..	*9*	*462*	*1,277*	*1,809*	*1,675*	*3,484*
	1934-35	63	..	2	499	1,350	1,914	1,723	3,637
Nizam's State	*1933-34*	*311*	*242*	*140*	*208*	*390*	*1,291*	*404*	*1,695*
	1934-35	311	269	143	181	385	1,289	513	1,802
North-Western (Commercial).	*1933-34*	*20*	*1*	*21*	*1,652*	*5,853*	*7,547*	*3,821*	*11,368*
	1934-35	20	1	20	1,971	6,126	8,138	4,114	12,252
North-Western (Military)	*1933-34*	*40*	*Nil*	*4*	*171*	*1,007*	*1,222*	*852*	*2,074*
	1934-35	56	Nil	5	172	877	1,110	921	2,031
North-Western (Total)	*1933-34*	*60*	*1*	*25*	*1,823*	*6,860*	*8,769*	*3,081*	*11,850*
	1934-35	76	1	25	2,143	7,003	9,248	3,370	12,618
South Indian	*1933-34*	*Nil*	*Nil*	*21*	*113*	*833*	*967*	*652*	*1,619*
	1934-35	12	Nil	1	194	1,059	1,266	607	1,873
TOTAL 5′ 6″ GAUGE	*1933-34*	*13,006*	*3,366*	*2,770*	*6,370*	*28,641*	*54,153*	*(a)17,881*	*(a)72,034*
	1934-35	14,215	3,713	3,137	6,481	32,725	60,271	(a) 19,017	(a) 79,288
3′ 3⅜″ GAUGE.									
Assam Bengal	*1933-34*	*28*	*3*	*15*	*190*	*955*	*1,191*	*324*	*1,515*
	1934-35	29	1	12	355	1,122	1,519	364	1,883
Bengal and North Western	*1933-34*	*10*	*Nil*	*39*	*682*	*2,456*	*3,187*	*1,197*	*4,384*
	1934-35	7	Nil	52	567	3,076	3,702	1,512	5,214
Bombay, Baroda and Central India.	*1933-34*	*1*	*Nil*	*6*	*268*	*1,132*	*1,407*	*1,975*	*3,382*
	1934-35	1	Nil	6	336	1,170	1,513	2,116	3,629
Burma	*1933-34*	*55*	*1*	*199*	*1,384*	*2,382*	*4,021*	*Nil*	*4,021*
	1934-35	45	Nil	203	1,455	2,472	4,175	Nil	4,175

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1933-34 and 1934-35 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
5,126	*1,259*	*701*	*829*	*5,675*	*13,590*	*13,987*	*9,836*	*255*	Bengal-Nagpur.
5,474	1,263	791	760	6,833	15,121	15,495	11,110	270	
749	*20*	*172*	*606*	*3,192*	*4,739*	*7,145*	*3,649*	*293*	Bombay, Baroda and Central India.
744	21	225	580	3,460	5,030	7,575	3,942	298	
1,158	*100*	*248*	*325*	*2,567*	*4,398*	*5,084*	*3,392*	*546*	Eastern Bengal.
1,141	142	283	430	3,358	5,354	6,287	4,223	571	
7,866	*2,424*	*1,467*	*1,954*	*7,213*	*20,924*	*20,924*	*14,071*	*1,103*	East Indian.
8,829	2,553	1,607	1,787	8,999	23,775	23,775	16,244	1,203	
1,388	*245*	*754*	*1,663*	*5,685*	*9,735*	*9,768*	*6,998*	*735*	Great Indian Peninsula.
1,486	353	839	1,586	5,814	10,078	10,115	7,278	737	
188	*182*	*395*	*795*	*1,924*	*3,484*	*5,435*	*2,590*	*283*	Madras and Southern Mahratta.
188	191	356	883	2,019	3,637	5,582	2,718	303	
320	*242*	*140*	*345*	*648*	*1,695*	*2,139*	*711*	*220*	Nizam's State.
336	268	143	412	643	1,802	2,238	728	313	
984	*1*	*937*	*2,074*	*7,372*	*11,368*	†	*9,724*	†	North-Western Commercial).
1,081	1	1,067	2,415	7,688	12,252	†	10,414	†	
144	*Nil*	*108*	*317*	*1,505*	*2,074*	†	*1,112*	†	North-Western (Military).
183	Nil	128	306	1,414	2,031	†	1,088	†	
1,003	*1*	*940*	*2,074*	*7,832*	*11,850*	*11,981*	*10,836*	*177*	North-Western (Total).
1,114	1	1,065	2,406	8,032	12,618	12,730	11,502	155	
8	*Nil*	*89*	*356*	*1,166*	*1,619*	*4,399*	*1,187*	*147*	South Indian.
17	Nil	101	428	1,327	1,873	4,892	1,409	143	
(a) 17,806	*(a) 4,473*	*(a) 4,906*	*(a) 8,947*	*(a) 35,902*	*(a) 72,034*		*53,270*	*3,759*	TOTAL 5′ 6″ GAUGE.
(a) 19,329	(a) 4,792	(a) 5,410	(a) 9,272	(a) 40,485	(a) 79,288		59,154	3,993	
									3′ 3⅜″ GAUGE.
111	*9*	*88*	*226*	*1,081*	*1,515*	*1,515*	*1,240*	*10*	Assam-Bengal.
114	8	108	386	1,267	1,883	1,883	1,582	8	
276	..	*250*	*908*	*2,950*	*4,384*	*4,384*	*3,581*	*43*	Bengal and North-Western.
413	1	277	890	3,633	5,214	5,214	4,532	50	
248	*68*	*191*	*643*	*2,232*	*3,382*	*	*2,062*	*679*	Bombay, Baroda and Central India.
258	74	217	713	2,367	3,629	*	2,151	748	
55	*1*	*199*	*1,384*	*2,382*	*4,021*	*4,021*	*4,021*	*Nil*	Burma.
45	Nil	203	1,455	2,472	4,175	4,175	4,175	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown unde 5′ 6″ gauge. † Not required.

13.—*Statement of Goods Revenue Statistics of* **Class I Railways**

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.
1	2	3	4	5	6	7	8	9	10
3′ 3½″ GAUGE—*contd.*									
Eastern Bengal	*1933-34*	*1*	*Nil*	*8*	*164*	*797*	*970*	*1,062*	*2,032*
	1934-35	1	Nil	5	167	892	1,065	1,227	2,292
Jodhpur	*1933-34*	..	*Nil*	*2*	*122*	*464*	*588*	*288*	*876*
	1934-35	..	Nil	3	90	613	706	360	1,066
Madras and Southern Mahratta.	*1933-34*	*10*	*13*	*156*	*603*	*1,007*	*1,789*	*782*	*2,571*
	1934-35	23	14	154	455	1,082	1,728	834	2,562
Nizam's State	*1933-34*	..	*Nil*	..	*190*	*237*	*427*	*257*	*684*
	1934-35	..	Nil	..	194	216	410	282	692
Rohilkund and Kumaon	*1933-34*	*1*	*Nil*	*42*	*116*	*924*	*1,083*	*154*	*1,237*
	1934-35	Nil	Nil	41	79	1,137	1,257	174	1,431
South Indian	*1933-34*	*64*	..	*125*	*666*	*2,140*	*2,995*	*347*	*3,342*
	1934-35	81	*Nil*	121	772	2,200	3,174	378	3,552
TOTAL 3′3⅜″ GAUGE	*1933-34*	*170*	*17*	*592*	*4,385*	*12,494*	*17,658*	(a) *6,386*	(a) *24,044*
	934-35	187	15	597	4,470	13,980	19,249	(a) 7,247	(a) 26,496
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1933-34*	*47*	*1*	*48*	*85*	*376*	*557*	*140*	*697*
	1934-35	43	1	50	97	343	534	145	679
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*Nil*	*Nil*	*22*	*138*	*160*	*66*	*226*
	1934-35	Nil	Nil	1	21	159	181	60	241
Eastern Bengal	*1933-34*	..	*Nil*	*Nil*	..	*2*	*2*	*1*	*3*
	1934-35	..	Nil	Nil	..	3	3	1	4
Great Indian Peninsula	*1933-34*	*Nil*	*Nil*	*Nil*	*13*	*82*	*95*	*63*	*158*
	1934-35	*Nil*	Nil	Nil	15	80	95	67	162
North-Western (Commercial)	*1933-34*	*44*	*Nil*	*15*	*84*	*116*	*259*	*129*	*388*
	1934-35	59	Nil	18	72	106	255	122	377
North-Western (Military)	*1933-34*	..	..	*2*	*2*	*31*	*35*	*41*	*76*
	1934-35	..	..	3	1	25	29	37	66
North-Western (Total)	*1933-34*	*44*	..	*17*	*86*	*147*	*294*	*146*	*440*
	1934-35	59	..	21	73	131	284	139	423
South Indian	*1933-34*	*Nil*	*Nil*	..	*14*	*18*	*32*	*15*	*47*
	1934-35	Nil	Nil	..	12	20	32	22	54
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1933-34*	*91*	*1*	*65*	*220*	*763*	*1,140*	(a) *431*	(a) *1,571*
	1934-35	102	1	72	218	736	1,129	(a) 434	(a) 1,563
TOTAL CLASS I RAILWAYS	*1933-34*	*13,267*	*3,384*	*3,427*	*10,975*	*41,898*	*72,951*	(a) *24,698*	(a) *97,649*
	1934-35	14,504	3,729	3,806	11,169	47,441	80,649	(a) 26,698	(a)107,347

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1933-34 and 1934-35 (*In thousands*)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ GAUGE—*contd.*
247	*80*	*93*	*302*	*1,310*	*2,032*	*	*861*	*512*	Eastern Bengal.
250	120	113	378	1,431	2,292	*	971	619	
12	*Nil*	*46*	*211*	*607*	*876*	*876*	*470*	*104*	Jodhpur.
19	Nil	50	269	728	1,066	1,066	651	148	
34	*45*	*159*	*903*	*1,430*	*2,571*	*	*1,902*	*104*	Madras and Southern Mahratta.
52	56	159	793	1,502	2,562	*	1,894	108	
31	*33*	*35*	*243*	*342*	*684*	*	*373*	*81*	Nizam's State.
25	34	36	273	324	692	*	367	106	
28	*Nil*	*42*	*123*	*1,044*	*1,237*	*1,237*	*911*	*2*	Rohilkund and Kumaon.
29	Nil	41	95	1,266	1,431	1,431	1,113	2	
66	..	*172*	*734*	*2,370*	*3,342*	*	*2,927*	*9*	South Indian.
82	..	176	849	2,445	3,552	*	3,190	13	
(a) *1,108*	(a) *236*	(a) *1,275*	(a) *5,677*	(a) *15,748*	(a) *24,044*		*18,348*	*1,544*	TOTAL 3′ 3⅜″ GAUGE.
(a) 1,287	(a) 293	(a) 1,380	(a) 6,101	(a) 17,435	(a) 26,496		20,626	1,802	
									2′ 6″ AND 2′ 0″ GAUGES.
74	*1*	*49*	*108*	*465*	*697*	*	*534*	*6*	Bengal-Nagpur.
72	1	53	123	430	679	*	514	6	
7	*Nil*	*1*	*43*	*175*	*226*	*	*99*	*4*	Bombay, Baroda and Central India.
7	Nil	3	37	194	241	*	87	4	
..	*Nil*	*Nil*	..	*3*	*3*	*	*1*	*Nil*	Eastern Bengal.
..	Nil	Nil	..	4	4	*	2	Nil	
11	*Nil*	*Nil*	*28*	*119*	*158*	*	*96*	*Nil*	Great Indian Peninsula.
16	Nil	Nil	29	117	162	*	104	Nil	
58	*Nil*	*15*	*103*	*212*	*388*	*	*215*	†	North-Western (Commercial).
72	Nil	18	87	200	377	*	199	†	
3	*Nil*	*4*	*9*	*60*	*76*	*	*63*	†	North-Western (Military).
4	*Nil*	5	8	49	66	*	52	†	
58	*Nil*	*18*	*109*	*255*	*440*	*	*278*	†	North-Western (Total).
73	Nil	21	93	236	423	*	251	†	
Nil	*Nil*	..	*18*	*29*	*47*	*	*18*	*Nil*	South Indian.
Nil	Nil	..	22	32	54	*	25	Nil	
(a) *150*	(a) *1*	(a) *68*	(a) *306*	(a) *1,046*	(a) *1,571*		*1,026*	*10*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
(a) 168	(a) 1	(a) 77	(a) 304	(a) 1,013	(a) 1,563		983	10	
(a) *19,064*	(a) *4,710*	(a) *6,249*	(a) *14,930*	(a) *52,696*	(a) *97,649*	*92,895*	*72,644*	*5,313*	TOTAL CLASS I RAILWAYS.
(a) 20,784	(a) 5,086	(a) 6,867	(a) 15,677	(a) 58,933	(a)107,347	102,458	80,763	5,805	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge.

† Not required.

13.—*Statement of Goods Revenue Statistics of* ***Class I Railways***

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1933-34*	*701,047*	*290,790*	*129,387*	*150,933*	*992,628*	*2,264,785*
	1934-35	762,414	327,103	154,829	144,915	1,217,942	2,607,203
Bombay, Baroda and Central India.	*1933-34*	*227,042*	*4,822*	*51,785*	*123,519*	*549,600*	*956,768*
	1934-35	231,492	5,383	65,483	125,150	574,211	1,001,719
Eastern Bengal	*1933-34*	*86,652*	*16,339*	*34,722*	*31,169*	*314,173*	*483,055*
	1934-35	85,730	23,337	40,266	53,418	395,849	598,600
East Indian	*1933-34*	*2,080,453*	*1,197,658*	*380,203*	*638,831*	*1,282,921*	*5,580,066*
	1934-35	2,275,199	1,274,767	409,620	577,218	1,469,921	6,006,725
Great Indian Peninsula . .	*1933-34*	*408,511*	*100,663*	*259,821*	*487,738*	*1,137,500*	*2,394,233*
	1934-35	407,523	129,981	272,193	500,846	1,198,860	2,509,403
Madras and Southern Mahratta .	*1933-34*	*33,149*	*98,706*	*103,658*	*140,507*	*294,552*	*670,572*
	1934-35	27,674	106,900	98,851	153,965	306,377	693,767
Nizam's State	*1933-34*	*59,922*	*26,941*	*18,072*	*55,182*	*83,406*	*243,523*
	1934-35	66,023	29,885	18,885	74,583	87,379	276,755
North-Western (Commercial .	*1933-34*	*212,749*	*15*	*340,021*	*408,386*	*1,170,155*	*2,131,326*
	1934-35	230,559	60	385,739	533,047	1,185,651	2,335,056
North-Western (Military) . .	*1933-34*	*13,037*	*1*	*17,016*	*27,496*	*127,117*	*184,667*
	1934-35	16,115	..	20,062	25,013	127,323	188,513
North-Western (Total) . .	*1933-34*	*225,786*	*16*	*357,037*	*435,882*	*1,297,272*	*2,315,993*
	1934-35	246,674	60	405,801	558,060	1,312,974	2,523,569
South Indian	*1933-34*	*1,054*	..	*13,876*	*34,855*	*107,078*	*156,863*
	1934-35	1,874	..	17,981	41,266	118,513	179,634
TOTAL 5′ 6″ GAUGE .	*1933-34*	*3,823,616*	*1,735,935*	*1,348,561*	*2,098,616*	*6,059,130*	*15,065,858*
	1934-35	4,104,603	1,897,416	1,483,909	2,229,421	6,682,026	16,397,375
3′ 3½″ GAUGE.							
Assam-Bengal	*1933-34*	*11,990*	*1,526*	*13,007*	*35,626*	*177,501*	*239,650*
	1934-35	12,341	1,315	15,144	55,358	201,142	285,300
Bengal and North Western . .	*1933-34*	*38,180*	*11*	*39,364*	*111,149*	*390,730*	*579,434*
	1934-35	53,476	66	41,247	99,986	463,331	658,106
Bombay, Baroda and Central India	*1933-34*	*37,165*	*12,960*	*47,566*	*132,045*	*395,305*	*625,041*
	1934-35	37,399	14,029	53,851	162,719	415,471	683,469
Burma	*1933-34*	*29,553*	*393*	*39,831*	*175,518*	*379,484*	*624,779*
	1934-35	23,751	Nil	40,724	230,226	381,783	676,484

for the years 1933-34 and 1934-35 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ GAUGE.
138	*231*	*185*	*182*	*175*	*156*	*167*	Bengal Nagpur.
140	259	196	191	178	163	173	
303	*242*	*300*	*204*	*172*	*302*	*202*	Bombay, Baroda and Central India.
311	251	291	216	171	309	203	
75	*164*	*140*	*96*	*122*	*82*	*110*	Eastern Bengal.
75	165	142	124	118	85	112	
265	*494*	*259*	*327*	*179*	*319*	*267*	East Indian.
258	499	255	323	165	312	253	
294	*410*	*344*	*293*	*202*	*312*	*247*	Great Indian Peninsula.
274	368	324	316	208	292	250	
176	*542*	*262*	*177*	*153*	*356*	*192*	Madras and Southern Mahratta.
147	560	278	174	152	355	191	
187	*111*	*129*	*160*	*129*	*155*	*144*	Nizam's State.
197	111	132	181	136	159	154	
217	*17*	*363*	*197*	*164*	*216*	*191*	North Western (Commercial).
213	58	362	221	160	213	195	
90	*32*	*157*	*87*	*87*	*90*	*91*	North Western (Military).
88	Nil	157	82	92	88	94	
226	*17*	*380*	*210*	*171*	*225*	*200*	North Western (Total).
222	58	381	232	170	221	205	
139	*94*	*155*	*98*	*92*	*139*	*97*	South Indian.
110	..	179	96	89	110	96	
**215*	**388*	**275*	**235*	**169*	**250*	**209*	TOTAL 5′ 6″ GAUGE.
*212	*396	*274	*240	*165	*249	*207	
							3′ 3⅜″ GAUGE.
108	*169*	*148*	*158*	*165*	*113*	*159*	Assam-Bengal.
109	172	140	143	159	113	152	
138	*39*	*158*	*122*	*133*	*138*	*132*	Bengal and North Western.
129	123	149	112	128	129	126	
150	*192*	*249*	*205*	*177*	*159*	*185*	Bombay, Baroda and Central India.
145	191	248	228	176	155	188	
534	*393*	*201*	*127*	*159*	*531*	*155*	Burma.
532	*Nil*	200	158	155	532	162	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25 +26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ GAUGE—*contd.*							
Eastern Bengal	*1933-34*	*32,567*	*10,654*	*8,927*	*33,554*	*139,739*	*225,441*
	1934-35	30,838	17,558	12,021	38,445	149,017	247,879
Jodhpur	*1933-34*	*2,006*	*Nil*	*10,043*	*37,892*	*62,480*	*112,421*
	1934-35	3,786	Nil	11,014	57,467	71,606	143,873
Madras and Southern Mahratta	*1933-34*	*3,752*	*14,019*	*47,849*	*163,201*	*216,454*	*445,275*
	1934-35	5,669	14,704	31,648	139,366	234,782	426,169
Nizam's State	*1933-34*	*6,029*	*6,072*	*6,943*	*30,404*	*35,670*	*85,118*
	1934-35	4,957	6,216	6,956	37,244	34,928	90,301
Rohlkund and Kumaon	*1933-34*	*1,270*	*Nil*	*1,073*	*9,258*	*77,438*	*89,039*
	1934 35	1,375	Nil	1,096	6,033	91,468	99,972
South Indian	*1933-34*	*4,408*	..	*22,521*	*75,354*	*187,722*	*290,005*
	1934-35	5,943	6	22,915	83,864	192,572	305,300
TOTAL 3′ 3⅜″ GAUGE	*1933-34*	*166,920*	*45,635*	*237,124*	*804,001*	*2,062,523*	*3,316,203*
	1934-35	179,535	53,894	236,616	910,708	2,236,100	3,616,853
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1933-34*	*7,103*	*108*	*6,214*	*7,485*	*23,570*	*44,480*
	1934-35	6,340	131	6,518	8,932	22,511	44,435
Bombay, Baroda and Central India.	*1933-34*	*236*	*Nil*	*16*	*1,057*	*3,591*	*4,900*
	1934-35	213	Nil	136	985	3,475	4,809
Eastern Bengal	*1933-34*	*1*	*Nil*	*Nil*	..	*46*	*47*
	1934-35	..	Nil	Nil	1	66	67
Great Indian Peninsula	*1933-34*	*410*	*Nil*	*Nil*	*1,386*	*4,221*	*6,017*
	1934-35	544	Nil	Nil	1,421	3,997	5,962
North Western (Commercial)	*1933-34*	*1,974*	..	*699*	*4,104*	*9,251*	*16,028*
	1934-35	2,165	1	694	3,241	9,014	15,115
North Western (Military)	*1933-34*	*197*	*1*	*353*	*606*	*3,559*	*4,716*
	1934-35	217	..	442	549	3,093	4,301
North Western (Total)	*1933-34*	*2,171*	1	*1,052*	*4,710*	*12,810*	*20,744*
	1934-35	2,382	1	1,136	3,790	12,107	19,416
South Indian	*1933-34*	*Nil*	*Nil*	*2*	*563*	*842*	*1,407*
	1934-35	Nil	Nil	2	699	970	1,671
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1933-34*	*9,921*	*109*	*7,284*	*15,201*	*45,080*	*77,595*
	1934-35	9,479	132	7,792	15,828	43,129	76,360
TOTAL CLASS I RAILWAYS	*1933-34*	*4,000,457*	*1,781,679*	*1,592,969*	*2,917,818*	*8,166,733*	*18,459,656*
	1934-35	4,293,617	1,951,442	1,728,317	3,155,957	8,961,255	20,090,588

for the years 1933-34 and 1934-35 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							3′ 3⅜″ GAUGE—*contd.*
132	*134*	*96*	*111*	*107*	*132*	*111*	Eastern Bengal.
123	147	106	102	104	131	108	
159	*Nil*	*219*	*179*	*103*	*159*	*128*	Jodhpur.
196	Nil	221	213	98	196	135	
110	*312*	*301*	*131*	*151*	*225*	*173*	Madras and Southern Mahratta.
109	263	199	176	156	189	166	
195	*185*	*198*	*125*	*104*	*190*	*125*	Nizam's State.
197	185	195	136	108	190	131	
45	*Nil*	*25*	*75*	*74*	*45*	*72*	Rohilkund & Kumaon.
48	Nil	26	63	72	48	70	
67	*13*	*130*	*103*	*79*	*67*	*87*	South Indian.
73	52	130	99	79	73	86	
**151*	**193*	**186*	**142*	**131*	**158*	**138*	TOTAL 3′ 3⅜″ GAUGE.
*139	*184	*171	*149	*128	*148	*137	
							2′ 6″ AND 2′ 0″ GAUGES.
96	*126*	*127*	*69*	*51*	*96*	*64*	Bengal-Nagpur.
88	122	123	73	52	88	65	
31	*Nil*	*29*	*25*	*21*	*31*	*22*	Bombay, Baroda and Central India.
31	Nil	47	27	18	31	20	
16	*Nil*	*Nil*	*19*	*19*	*16*	*18*	Eastern Bengal.
..	Nil	Nil	18	18	..	18	
37	*Nil*	*Nil*	*49*	*36*	*37*	*38*	Great Indian Peninsula.
35	Nil	Nil	49	34	35	37	
34	*Nil*	*46*	*40*	*44*	*34*	*42*	North Western (Commercial).
30	40	39	37	46	30	41	
60	*46*	*81*	*72*	*59*	*59*	*62*	North Western (Military).
58	Nil	81	72	63	58	65	
37	*46*	*60*	*43*	*51*	*37*	*47*	North Western (Total).
33	40	54	41	52	33	46	
Nil	*Nil*	*20*	*33*	*29*	*Nil*	*30*	South Indian.
Nil	Nil	21	32	31	Nil	31	
**66*	**109*	**107*	**50*	**43*	**67*	**49*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*56	*132	*101	*52	*43	*57	*49	
**210*	**378*	**255*	**195*	**155*	**243*	**189*	TOTAL CLASS I RAILWAYS.
*207	*384	*252	*201	*152	*241	*187	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1933-34*	*1,24,99*	*38,24*	*16,51*	*78,14*	*2,75,56*	*5,33,44*
	1934-35	1,31,44	41,76	19,76	74,05	3,14,20	5,81,21
Bombay, Baroda and Central India	*1933-34*	*27,84*	*57*	*4,85*	*57,03*	*3,05,59*	*3,95,88*
	1934-35	29,92	59	6,14	52,25	3,09,76	3,98,66
Eastern Bengal	*1933-34*	*19,58*	*2,65*	*5,15*	*12,35*	*1,58,89*	*1,98,62*
	1934-35	19,46	3,50	5,88	18,62	1,63,48	2,10,94
East Indian	*1933-34*	*3,46,54*	*1,51,78*	*48,82*	*1,77,25*	*4,80,09*	*12,04,48*
	1934-35	3,82,84	1,62,76	53,07	1,58,00	5,14,20	12,70,87
Great Indian Peninsula	*1933-34*	*52,96*	*12,40*	*30,30*	*1,92,35*	*5,31,27*	*8,19,28*
	1934 35	55,57	15,80	31,75	1,73,53	5,49,12	8,25,77
Madras and Southern Mahratta	*1933-34*	*7,36*	*9,62*	*13,00*	*69,09*	*1,54,06*	*2,53,13*
	1934-35	6,30	10,55	12,21	70,49	1,50,62	2,50,17
Nizam's State	*1933-34*	*13,52*	*6,28*	*2,28*	*23,86*	*45,33*	*91,27*
	1934-35	14,80	6,68	2,34	25,84	46,06	95,72
North Western (Commercial)	*1933-34*	*25,46*	..	*37,42*	*1,69,04*	*5,88,57*	*8,20,49*
	1934-35	28,88	1	42,21	2,20,93	5,90,38	8,82,41
North Western (Military)	*1933-34*	*1,60*	..	*1,88*	*11,40*	*57,17*	*72,05*
	1934-35	2,03	..	2,22	10,46	58,04	72,75
North Western (Total)	*1933-34*	*27,06*	..	*39,30*	*1,80,44*	*6,45,74*	*8,92,54*
	1934-35	30,91	1	44,43	2,31,39	6,48,42	9,55,16
South Indian	*1933-34*	*35*	*Nil*	*2,39*	*21,09*	*63,99*	*87,82*
	1934-35	57	Nil	2,28	24,54	70,30	97,69
TOTAL 5′ 6″ GAUGE	*1933-34*	*6,20,20*	*2,21,54*	*1,62,60*	*8,11,60*	*26,60,52*	*44 76,46*
	1934-35	6,71,81	2,41,65	1,77,86	8,28,71	27,66,16	46,86,19
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1933-34*	*3,39*	*22*	*1,73*	*16,22*	*76,44*	*98,00*
	1934-35	3,56	20	1,95	25,40	82,50	1,13,61
Bengal and North Western	*1933-34*	*8,71*	..	*5,34*	*51,82*	*1,45,73*	*2,11,60*
	1934-35	12,77	1	5,60	48,17	1,51,94	2,18,49
Bombay, Baroda and Central India	*1933-34*	*5,19*	*1,60*	*4,46*	*54,08*	*2,11,38*	*2,76,71*
	1934-35	5,57	1,72	5,05	61,08	2,23,83	2,97,25
Burma	*1933-34*	*6,32*	*5*	*5,14*	*93,86*	*1,46,66*	*2,52,03*
	1934-35	5,08	Nil	5,24	1,07,81	1,47,22	2,65,35

for the years 1933-34 and 1934-35 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ GAUGE.
3·31	*2·52*	*2·45*	*9·90*	*5·25*	*3·08*	*4·45*	Bengal-Nagpur.
3·21	2·45	2·45	9·79	4·90	2·98	4·23	
2·35	*2·26*	*1·80*	*8·86*	*10·7*	*2·35*	*7·94*	Bombay, Baroda and Central India.
2·48	2·09	1·80	8·02	10·3	2·47	7·64	
4·34	*3·12*	*2·85*	*7·60*	*9·71*	*4·14*	*7·89*	Eastern Bengal.
4·36	2·88	2·81	6·69	7·93	4·04	6·77	
3·20	*2·43*	*2·47*	*5·33*	*7·18*	*2·92*	*4·14*	East Indian.
3·23	2·45	2·49	5·26	6·71	2·95	4·06	
2·49	*2·37*	*2·24*	*7·57*	*8·97*	*2·46*	*6·57*	Great Indian Peninsula.
2·62	2·33	2·24	6·65	8·79	2·55	6·32	
4·26	*1·87*	*2·41*	*9·44*	*10·0*	*2·47*	*7·25*	Madras andSouthern Mahratta.
4·37	1·89	2·37	8·79	9·44	2·40	6·92	
4·33	*4·48*	*2·42*	*8·30*	*10·4*	*4·38*	*7·20*	Nizam's State.
4·30	4·29	2·38	6·65	10·1	4·30	6·64	
2·30	*2·47*	*2·11*	*7·95*	*9·65*	*2·30*	*7·39*	North Western (Commercial).
2·40	1·54	2·10	7·96	9·55	2·40	7·25	
2·35	*3·87*	*2·13*	*7·96*	*8·62*	*2·35*	*7·48*	North Western (Military).
2·42	Nil	2·12	8·03	8·74	2·42	7·40	
2·31	*2·53*	*2·11*	*7·95*	*9·55*	*2·30*	*7·40*	North Western (Total).
2·40	1·54	2·10	7·96	9·47	2·40	7·26	
5·17	*2·04*	*2·49*	*11·6*	*11·5*	*5·17*	*10·7*	South Indian.
5·85	*Nil*	2·43	11·4	11·3	5·85	10·4	
3·11	*2·45*	*2·32*	*7·43*	*8·43*	*2·91*	*5·70*	TOTAL 5′ 6″ GAUGE.
3·14	2·45	2·30	7·14	7·95	2·92	5·49	
							3′ 3⅜″ GAUGE.
5·23	*2·76*	*2·42*	*8·70*	*8·21*	*4·95*	*7·78*	Assam Bengal.
5·37	2·94	2·32	8·75	7·83	5·14	7·59	
4·38	*2·15*	*2·61*	*8·95*	*7·16*	*4·38*	*7·01*	Bengal and North Western.
4·59	2·59	2·61	9·25	6·30	4·58	6·37	
2·68	*2·37*	*1·80*	*7·86*	*10·3*	*2·60*	*8·50*	Bombay, Baroda and Central India.
2·86	2·36	1·80	7·21	10·3	2·72	8·35	
4·11	*2·48*	*2·48*	*10·2*	*7·40*	*4·09*	*7·73*	Burma.
4·11	*Nil*	2·47	8·98	7·40	4·11	7·52	

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
3′ 3⅜″ GAUGE—*contd.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1933-34*	*7,32*	*1,74*	*1,34*	*13,80*	*80,98*	*1,05,18*
	1934-35	6,98	2,62	1,73	13,98	82,42	1,07,73
Jodhpur	*1933-34*	*27*	*Nil*	*1,17*	*14,52*	*34,45*	*50,41*
	1934-35	53	Nil	1,27	19,46	38,16	59,42
Madras and Southern Mahratta	*1933-34*	*1,09*	*1,93*	*4,92*	*98,21*	*1,17,03*	**2,23,18*
	1934-35	1,88	2,12	3,60	78,59	1,22,75	*2,08,94
Nizam's State	*1933-34*	*1,47*	*1,02*	*90*	*14,63*	*25,59*	*43,61*
	1934-35	1,18	1,02	91	16,76	24,37	44,24
Rohilkund and Kumaon	*1933-34*	*26*	*Nil*	*14*	*4,99*	*32,92*	*38,31*
	1934-35	24	Nil	14	3,81	36,24	40,43
South Indian	*1933-34*	*1,35*	..	*3,00*	*45,19*	*1,11,21*	*1,60,75*
	1934-35	1,79	..	3,04	49,57	1,12,27	1,66,67
TOTAL 3′ 3⅜″ GAUGE	*1933-34*	*35,37*	*6,56*	*28,14*	*4,07,32*	*9,82,39*	*14,59,78*
	1934-35	39,58	7,69	28,53	4,24,63	10,21,70	15,22,13
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1933-34*	*1,97*	*2*	*79*	*4,20*	*10,87*	*17,85*
	1934-35	1,77	2	83	4,71	10,41	17,74
Bombay, Baroda and Central India.	*1933-34*	*10*	*Nil*	..	*1,25*	*3,50*	*4,85*
	1934-35	9	Nil	1	1,08	3,43	4,61
Eastern Bengal	*1933-34*	*Nil*	*Nil*	*Nil*	..	*4*	*4*
	1934-35	Nil	Nil	Nil	..	5	5
Great Indian Peninsula	*1933-34*	*13*	*Nil*	*Nil*	*96*	*4,62*	*5,71*
	1934-35	12	Nil	Nil	87	4,09	5,08
North Western (Commercial)	*1933-34*	*83*	*Nil*	*16*	*3,37*	*9,81*	*14,17*
	1934-35	52	Nil	18	2,94	11,56	15,20
North Western (Military)	*1933-34*	*4*	..	*8*	*39*	*2,07*	*2,58*
	1934-35	4	..	9	37	1,99	2,49
North Western (Total)	*1933-34*	*87*	..	*24*	*3,76*	*11,88*	*16,75*
	1934-35	56	..	27	3,31	13,55	17,69
South Indian	*1933-34*	*Nil*	*Nil*	..	*36*	*78*	*1,14*
	1934-35	Nil	Nil	..	44	88	1,32
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1933-34*	*3,07*	*2*	*1,03*	*10,53*	*31,69*	*46,34*
	1934-35	2,54	2	1,11	10,41	32,41	46,49
TOTAL CLASS I RAILWAYS	*1933-34*	*6,58,64*	*2,28,12*	*1,91,77*	*12,29,45*	*36,74,60*	*59,82,58*
	1934-35	7,13,93	2,49,36	2,07,50	12,63,75	38,20,27	62,54,81

* Includes Mormugoa Harbour receipt.

for the years 1933-34 and 1934-35 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3⅜″ GAUGE—*concld.*
4·16	*3·01*	*2·77*	*7·83*	*10·8*	*3·88*	*8·72*	Eastern Bengal.
4·20	2·73	2·69	6·85	10·3	3·67	8·12	
2·57	*Nil*	*2·23*	*7·36*	*10·6*	*2·57*	*8·61*	Jodhpur.
2·71	Nil	2·21	6·50	10·2	2·71	7·93	
5·58	*2·64*	*1·97*	*11·6*	*10·4*	*3·26*	*9·62*	Madras and Southern Mahratta.
6·37	2·77	2·18	10·8	10·0	3·77	9·41	
4·69	*3·21*	*2·50*	*9·24*	*13·8*	*3·95*	*9·84*	Nizam's State.
4·57	3·16	2·50	8·64	13·4	3·79	9·41	
3·90	*Nil*	*2·45*	*10·4*	*8·16*	*3·90*	*8·26*	Rohilkund and Kumaon.
3·31	Nil	2·45	12·1	7·61	3·31	7·76	
5·90	*7·38*	*2·56*	*11·5*	*11·2*	*5·90*	*10·5*	South Indian.
5·78	2·64	2·54	11·3	11·0	5·77	10·4	
4·07	*2·76*	*2·28*	*9·73*	*9·15*	*3·79*	*8·45*	TOTAL 3′ 3⅜″ GAUGE.
4·23	2·74	2·32	8·95	8·77	3·89	8·08	
							2′ 6″ AND 2′ 0″ GAUGES.
5·32	*2·45*	*2·45*	*10·8*	*8·85*	*5·28*	*7·70*	Bengal Nagpur.
5·35	2·45	2·45	10·1	8·88	5·29	7·66	
8·15	*Nil*	*1·80*	*22·6*	*18·7*	*8·15*	*19·0*	Bombay, Baroda and Central India.
7·62	Nil	1·80	21·1	19·0	7·62	18·4	
2·80	*Nil*	*Nil*	*25·0*	*16·1*	*2·80*	*15·9*	Eastern Bengal.
..	Nil	Nil	20·4	13·7	..	13·8	
5·86	*Nil*	*Nil*	*13·3*	*21·0*	*5·86*	*18·2*	Great Indian Peninsula.
4·28	Nil	Nil	11·8	19·6	4·28	16·3	
8·11	*Nil*	*4·46*	*15·8*	*20·3*	*8·11*	*17·0*	North Western (Commercial).
4·56	1·98	4·91	17·4	24·6	4·56	19·3	
3·56	*4·69*	*3·92*	*12·5*	*11·2*	*3·57*	*10·5*	North Western (Military).
3·59	Nil	3·95	13·0	12·3	3·59	11·1	
7·69	*4·69*	*4·28*	*15·3*	*17·8*	*7·69*	*15·5*	North Western (Total).
4·48	1·98	4·53	16·8	21·4	4·47	17·5	
Nil	*Nil*	*2·67*	*12·2*	*17·8*	*Nil*	*15·6*	South Indian.
Nil	Nil	2·56	12·0	17·6	Nil	15·2	
5·94	*3·52*	*2·71*	*13·3*	*13·5*	*5·92*	*11·5*	TOTAL 2′ 6″ & 2′ 0″ GAUGES
5·14	2·91	2·74	12·6	14·4	5·11	11·7	
3·16	*2·46*	*2·31*	*8·09*	*8·64*	*2·94*	*6·22*	TOTAL CLASS I RAILWAYS.
3·19	2·45	2·31	7·69	8·19	2·96	5·98	

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1933–34*	*2,31,206*	*7,31,39*	*28,648*	*549·4*	*6·48*
	1934–35	2,32,224	7,82,26	30,715	589·1	6·29
Bombay, Baroda and Central India	*1933–34*	*2,15,801*	*6,55,98*	*52,078*	*998·8*	*7·78*
	1934–35	2,16,545	6,63,97	52,713	1,010·9	7·91
Eastern Bengal	*1933–34*	*2,58,802*	*3,41,53*	*38,238*	*733·3*	*5·59*
	1934–35	2,57,938	3,75,59	41,908	803·7	5·08
East Indian	*1933–34*	*3,10,212*	*18,29,58*	*40,503*	*776·8*	*6·43*
	1934–35	3,19,235	18,87,84	41,791	801·5	6·40
Great Indian Peninsula	*1933–34*	*2,98,105*	*12,75,31*	*35,890*	*688·1*	*5·96*
	1934–35	2,97,004	12,66,53	35,643	683·6	5·82
Madras and Southern Mahratta	*1933–34*	*1,63,503*	*4,35,01*	*37,602*	*721·1*	*6·97*
	1934–35	1,82,824	4,30,27	37,184	713·1	6·85
Nizam's State	*1933–34*	*1,09,721*	*1,33,68*	*19,339*	*370·9*	*7·48*
	1934–35	1,09,800	1,38,49	20,036	384·3	7·63
North Western (Commercial)	*1933–34*	*2,26,683*	*13,72,24*	*28,268*	*542·1*	*7·30*
	1934–35	2,25,052	14,28,72	29,432	564·5	7·28
North Western (Military)	*1933–34*	*1,99,570*	*1,21,52*	*8,622*	*165·4*	*4·78*
	1934–35	1,98,558	1,21,93	8,652	165·9	4·75
North Western (Total)	*1933–34*	*2,19,996*	*14,93,76*	*23,848*	*457·4*	*7·00*
	1934–35	2,18,517	15,50,65	24,756	474·8	6·99
South Indian	*1933–34*	*1,76,962*	*1,59,57*	*26,550*	*509·2*	*5·26*
	1934–35	1,77,242	1,71,29	27,224	522·1	5·30
TOTAL 5′ 6″ GAUGE	*1933–34*		*70,55,81*	*32,742*	*627·9*	*6·52*
	1934–35		72,66,89	33,675	645·8	6·42
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1933–34*	*1,92,701*	*1,73,11*	*12,510*	*240·5*	*4·67*
	1934–35	1,93,238	1,92,08	13,878	266·2	4·94
Bengal and North Western	*1933–34*	*1,00,443*	*3,34,03*	*14,536*	*279·0*	*4·00*
	1934–35	1,01,080	3,46,36	15,085	289·0	4·00
Bombay, Baroda and Central India	*1933–34*	‡	*4,76,07*	*21,557*	*413·4*	*6·07*
	1934–35	‡	5,02,25	22,742	436·1	6·32
Burma	*1933–34*	*1,66,894*	*3,66,47*	*17,764*	*340·7*	*5·17*
	1934–35	1,65,930	3,78,33	18,345	351·8	5·10

* In the case of State-owned railways. † In the case of other than State-owned railways.
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service
‡ Included in 5′ 6″ Gauge.

of Class I Railways rated against selected units for the years 1933-34 and 1934-35.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
8	9	10	11	12	13	14
						5′ 6″ GAUGE.
4,99,74	*374·9*	*4·42*	*2,31,65*	*9,101·5*	*2·06*	Bengal-Nagpur.
5,37,00	402·9	4·30	2,45,26	9,704·6	1·99	
3,51,01	*534·4*	*4·16*	*3,04,97*	*24,211·5*	*3·62*	Bombay, Baroda and Central India.
4,00,42	609·7	4·77	2,63,55	20,923·5	3·14	
2,92,45	*628·3*	*4·79*	*49,08*	*5,475·4*	*0·80*	Eastern Bengal.
2,97,15	636·4	4·02	78,44	8,725·9	1·06	
11,64,16	*493·8*	*4·09*	*6,65,42*	*14,752·2*	*2·34*	East Indian.
11,80,76	501·1	4·00	7,07,08	15,664·4	2·40	
9,30,22	*501·9*	*4·35*	*3,45,09*	*9,711·5*	*1·61*	Great Indian Peninsula.
9,14,35	493·5	4·20	3,52,18	9,911·1	1·62	
2,47,66	*410·6*	*3·97*	*1,87,35*	*16,194·1*	*3·00*	Madras and Southern Mahratta.
2,60,26	431·4	4·14	1,70,01	14,692·2	2·71	
68,89	*191·1*	*3·85*	*64,79*	*9,373·3*	*3·63*	Nizam's State.
69,61	193·1	3·83	68,88	9,966·0	3·80	
9,88,27	*388·5*	*5·23*	*3,83,97*	*8,009·4*	*2·07*	North Western (Commercial).
10,01,57	405·9	5·24	4,27,15	8,265·5	2·05	
1,66,67	*226·8*	*6·55*	*—45,15*	*—3,203·1*	*—1·77*	North Western (Military).
1,71,13	232·9	6·66	—49,20	—3,491·9	—1·92	
11,54,94	*352·1*	*5·39*	*3,38,82*	*5,486·7*	*1·61*	North Western (Total).
11,72,70	367·0	5·40	3,77,95	5,620·1	1·59	
90,24	*288·0*	*2·97*	*69,33*	*11,534·4*	*2·29*	South Indian.
92,15	280·9	2·85	79,14	12,577·5	2·45	
47,99,31	*427·0*	*4·43*	*22,56,50*	*10,479·5*	*2·09*	TOTAL 5′ 6″ GAUGE.
49,24,40	437·4	4·35	23,42,49	10,868·2	2·07	
						3′ 3⅜″ GAUGE.
1,29,50	*177·3*	*3·45*	*43,61*	*3,266·5*	*1·22*	Assam Bengal.
1,36,10	180·7	3·47	55,98	4,132·0	1·46	
1,46,86	*122·0*	*2·00*	*1,87,17*	*8,178·0*	*2·00*	Bengal and North Western.
1,58,05	132·0	2·00	1,88,31	8,224·0	2·00	
2,70,22	*234·6*	*3·44*	*2,05,85*	*9,325·6*	*2·63*	Bombay, Baroda and Central India.
2,73,80	237·8	3·45	2,28,45	10,344·1	2·87	
2,80,98	*258·9*	*3·93*	*85,49*	*4,266·0*	*1·24*	Burma.
2,85,12	263·0	3·81	93,21	4,630·9	1·29	

but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

14.—*Statement of Revenue Earnings and Expenses of Class I*

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1933–34*	‡	*1,78,09*	*16,359*	*313·7*	*4·81*
	1934–35	‡	1,81,26	16,614	318·6	4·56
Jodhpur	*1933–34*	*50,713*	*93,76*	*9,617*	*184·1*	*5·76*
	1934–35	51,396	1,07,11	10,985	210·7	5·99
Madras and Southern Mahratta	*1933–34*	‡	*3,48,52*	*16,223*	*311·2*	*4·63*
	1934–35	‡	3,26,62	15,235	292·2	4·45
Nizam's State	*1933–34*	‡	*75,06*	*11,377*	*218·2*	*5·05*
	1934–35	‡	75,50	11,443	219·5	4·98
Rohilkund and Kumaon	*1933–34*	*77,749*	*67,38*	*11,990*	*230·0*	*4·00*
	1934–35	78,841	69,80	12,421	238·0	4·00
South Indian	*1933–34*	‡	*3,78,70*	*20,389*	*391·0*	*3·92*
	1934–35	‡	3,78,75	20,673	396·5	3·84
TOTAL 3′ 3⅜″ GAUGE	*1933–34*		*24,91,19*	*16,330*	*312·9*	*4·74*
	1934–35		25,58,06	16,817	322·5	4·72
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1933–34*	‡	*33,05*	*3,568*	*68·4*	*1·93*
	1934–35	‡	32,71	3,531	67·7	1·92
Bombay, Baroda and Central India	*1933–34*	‡	*10,10*	*4,503*	*86·4*	*2·52*
	1934–35	‡	9,78	4,363	83·7	2·48
Eastern Bengal	*1933–34*	‡	*1,24*	*3,361*	*64·5*	*1·13*
	1934–35	‡	1,29	3,490	66·9	1·10
Great Indian Peninsula	*1933–34*	‡	*9,27*	*3,796*	*72·8*	*1·94*
	1934–35	‡	8,54	3,493	67·0	1·78
North Western (Commercial)	*1933–34*	‡	*27,90*	*7,323*	*140·4*	*3·09*
	1934–35	‡	28,42	7,459	143·1	3·17
North Western (Military)	*1933–34*	‡	*4,68*	*1,538*	*29·5*	*2·11*
	1934–35	‡	4,77	1,568	30·1	2·13
North Western (Total)	*1933–34*	‡	*32,58*	*4,752*	*91·1*	*2·90*
	1934–35	‡	33,19	4,841	92·8	2·96
South Indian	*1933–34*	‡	*2,24*	*2,271*	*43·6*	*1·42*
	1934–35	‡	2,28	2,311	44·3	1·47
TOTAL 2′ 6″ AND 2′ 0″ GAUGES.	*1933–34*		*88,48*	*3,992*	*76·3*	*2·22*
	1934–35		87,79	3,961	76·0	2·22
TOTAL CLASS I RAILWAYS	*1933–34*	*2,11,947*	*96,35,48*	*24,736*	*474·6*	*5·85*
	1934–35	2,14,776	99,12,74	25,455	488·2	5·79

* In the case of State-owned railways. † In the case of other than State-owned
† The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service
‡ Included in 5′ 6″ gauge.

Railways rated against selected units for the years 1933-34 and 1934-35—concld.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3′ 3⅜″ GAUGE—*concld.*
1,44,01	*250·0*	*3·83*	*34,08*	*3,324·5*	*0·98*	Eastern Bengal.
1,46,99	254·6	3·64	34,27	3,346·9	0·92	
53,56	*105·0*	*3·29*	*40,20*	*4,102·3*	*2·47*	Jodhpur.
55,60	109·4	3·11	51,51	5,282·8	2·88	
1,90,09	*170·1*	*2·53*	*1,58,43*	*7,355·2*	*2·10*	Madras and Southern Mahratta.
1,88,00	168·6	2·57	1,38,62	6,442·2	1·88	
51,24	*148·9*	*3·45*	*23,82*	*3,610·9*	*1·60*	Nizam's State.
49,86	144·9	3·29	25,64	3,885·5	1·69	
31,87	*109·0*	*2·00*	*35,51*	*6,318·0*	*2·00*	Rohilkund and Kumaon.
32,33	110·0	2·00	37,47	6,668·0	2·00	
2,21,56	*229·1*	*2·31*	*1,57,14*	*8,444·9*	*1·63*	South Indian.
2,26,17	237·4	2·30	1,52,58	8,295·4	1·54	
15,19,89	*191·1*	*2·89*	*9,71,30*	*6,381·0*	*1·85*	TOTAL 3′ 3⅜″ GAUGE.
15,52,02	195·2	2·86	10,06,04	6,636·1	1·86	
						2′ 6″ AND 2′ 0″ GAUGES.
40,34	*83·5*	*2·35*	*—7,29*	*—786·5*	*—0·42*	Bengal Nagpur.
38,50	79·7	2·26	—5,79	—624·2	—0·34	
7,28	*62·3*	*1·82*	*2,82*	*1,251·9*	*0·70*	Bombay, Baroda and Central India.
7,64	65·4	1·94	2,14	952·9	0·54	
1,30	*67·6*	*1·18*	*—6*	*—163·0*	*—0·05*	Eastern Bengal.
1,53	79·3	1·30	—24	—642·5	—0·20	
4,73	*37·2*	*0·99*	*4,54*	*1,859·3*	*0·95*	Great Indian Peninsula.
4,45	34·9	0·93	4,09	1,672·3	0·85	
36,22	*204·9*	*4·51*	*—8,32*	*—3,360·3*	*—1·42*	North Western (Commercial).
43,01	229·3	5·08	—14,59	—4,497·7	—1·91	
18,37	*115·2*	*8·24*	*—13,69*	*—4,467·3*	*—6·13*	North Western (Military).
18,66	117·0	8·28	—13,89	—4,532·1	—6·15	
54,59	*165·0*	*5·25*	*—22,01*	*—3,852·2*	*—2·35*	North Western (Total).
61,67	179·4	5·72	—2,848	—4,513·0	—2·76	
3,72	*72·4*	*2·37*	*—1,48*	*—1,502·6*	*—0·94*	South Indian.
3,76	73·1	2·43	—1,48	—1,502·5	—0·96	
1,11,96	*96·6*	*2·80*	*—23,48*	*—1,039·5*	*—0·58*	TOTAL 2′ 6″ AND 2′ 0″ GUAGES.
1,17,55	101·4	2·96	—29,76	—1,361·3	—0·76	
64,31,16	*316·4*	*3·90*	*32,04,32*	*8,232·1*	*1·95*	TOTAL CLASS I RAILWAYS.
65,93,97	324·7	3·85	33,18,77	8,534·1	1·94	

Railways.
but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—*Results of working of* **Class I Railways**

NOTE.—The rate of interest for calculating the figures given under column 16 was

Railway.	Year	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1933-34*	*4,66,60,125*	*1,37,93,685*	*3,28,66,440*	*3·21*	*2·60*	*0·61*
	1934-35	5,07,90,685	1,40,60,528	3,67,30,157	3·14	2·51	0·63
Bombay, Baroda and Central India	*1933-34*	*3,36,75,801*	*1,53,81,029*	*1,82,94,772*	*4·21*	*2·59*	*1·62*
	1934-35	3,85,77,162	1,69,96,203	2,15,80,959	4·28	2·86	1·42
Eastern Bengal	*1933-34*	*2,85,76,862*	*1,58,49,011*	*1,27,27,851*	*3·06*	*3·60*	*—0·54*
	1934-35	2,84,74,949	1,50,11,694	1,34,63,255	2·75	2·86	—0·11
East Indian	*1933-34*	*10,97,68,674*	*3,77,94,662*	*7,19,74,012*	*3·40*	*2·31*	*1·09*
	1934-35	11,40,52,863	3,80,12,591	7,60,40,272	3·49	2·32	1·17
Great Indian Peninsula	*1933-34*	*(a) 9,01,42,030*	*(a)4,22,51,215*	*(a)4,78,90,815*	*2·87*	*2·87*	*Nil*
	1934-35	8,85,13,124	4,08,12,703	4,77,00,421	2·74	2·74	Nil
Madras and Southern Mahratta	*1933-34*	*2,33,45,088*	*1,08,20,675*	*1,25,24,413*	*4·19*	*2·71*	*1·48*
	1934-35	2,46,01,776	1,14,35,879	1,31,65,897	3·94	2·73	1·21
Nizam's State	*1933-34*	*66,47,598*	*24,95,814*	*41,51,784*	*4·41*	*2·78*	*1·63*
	1934-35	67,09,329	23,91,862	43,17,467	4·25	2·55	1·70
North Western	*1933-34*	*(a) 11,03,41,586*	*(a)5,26,24,361*	*(a)5,77,17,225*	*4·02*	*3·86*	*0·16*
	1934-35	11,48,30,731	5,37,89,916	6,10,40,815	3·84	3·82	0·02
South Indian	*1933-34*	*88,52,253*	*54,82,334*	*33,69,919*	*3·03*	*2·42*	*0·61*
	1934-35	90,22,456	53,99,647	36,22,809	2·96	2·26	0·70
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1933-34*	*1,19,14,684*	*51,41,186*	*67,73,498*	*3·96*	*3·15*	*0·81*
	1934-35	1,22,64,140	48,40,656	74,23,484	4·16	3·17	0·99
Bengal and North-Western	*1933-34*	*1,35,00,924*	*64,55,732*	*70,45,192*	*3·00*	*1·00*	*2·00*
	1934-35	1,46,23,926	62,94,542	83,29,384	3·00	1·00	2·00
Bombay, Baroda and Central India	*1933-34*	*2,62,52,845*	*1,16,30,965*	*1,46,21,880*	*4·06*	*2·46*	*1·60*
	1934-35	2,65,17,505	1,15,29,331	1,49,88,174	4·21	2·47	1·74
Burma	*1933-34*	*2,71,20,184*	*1,03,88,706*	*1,67,31,478*	*2·66*	*2·81*	*—0·15*
	1934-35	2,76,84,778	99,73,607	1,77,11,171	2·55	2·53	0·02
Eastern Bengal	*1933-34*	*1,33,40,460*	*64,25,056*	*69,15,404*	*3·00*	*2·92*	*0·08*
	1934-35	1,37,04,186	67,28,801	69,75,385	2·80	2·79	0·01
Jodhpur	*1933-34*	*48,19,155*	*20,18,217*	*27,37,938*	*4·75*	*2·60*	*2·15*
	1934-35	49,91,682	19,55,866	30,35,816	5·00	2·33	2·67
Madras and Southern Mahratta	*1933-34*	*1,76,22,735*	*71,17,399*	*1,05,05,336*	*3·65*	*2·49*	*1.16*
	1934-35	1,77,46,195	72,37,488	1,05,08,707	2·64	1·90	0·74
Nizam's State	*1933-34*	*49,80,657*	*24,26,590*	*25,54,067*	*2·91*	*2·37*	*0·54*
	1934-35	48,44,289	23,36,224	25,08,065	2·81	2·22	0·59
Rohilkund and Kumaon	*1933-34*	*29,59,955*	*14,51,914*	*15,08,041*	*2·69*	*1·46*	*1·23*
	1934-35	30,15,907	13,83,646	16,32,261	2·69	1·38	1·31
South Indian	*1933-34*	*2,07,11,173*	*1,31,33,751*	*75,77,422*	*2·74*	*1·80*	*0·94*
	1934-35	2,11,72,792	1,31,15,261	80,57,531	2·60	1·76	·84

§ The results in columns 6 to 17 exclude steam boat

* Excluding expenediture on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

(*a*) Revised figures.

for the years 1933-34 and 1934-35.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34.

§ Goods Traffic.									Railway.
Goods earning per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading.)	Profit on working a goods unit (*viz.*, one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
8·99	*5·62*	*3·37*	*41·5*	*25·9*	*15·6*	*2·79*	*4·73*	*1·66*	Bengal Nagpur.
8·57	5·45	3·12	40·6	25·9	14·7	2·70	4·45	1·53	
15·7	*7·32*	*8·34*	*67·1*	*31·4*	*35·7*	*3·67*	*6·35*	*4·27*	Bombay, Baroda and Central India.
16·1	8·78	7·29	67·4	36·8	30·6	4·14	6·78	3·50	
11·8	*7·48*	*4·32*	*52·9*	*33·7*	*19·2*	*5·06*	*7·79*	*2·83*	Eastern Bengal.
10·2	6·30	3·90	45·1	27·7	17·4	4·32	6·67	2·45	
9·98	*5·95*	*4·03*	*38·4*	*22·9*	*15·5*	*2·48*	*3·86*	*1·66*	East Indian.
9·76	5·83	3·93	37·9	22·6	15·3	2·43	3·78	1·63	
12·3	*7·19*	*5·16*	*55·3*	*32·2*	*23·1*	*3·84*	*5·94*	*2·73*	Great Indian Peninsula
12·0	6·93	5·11	53·2	30·6	22·6	3·65	5·67	2·67	
12·3	*6·08*	*6·23*	*53·5*	*26·4*	*27·0*	*3·59*	*5·64*	*3·66*	Madras and Southern Mahratta.
12·0	6·28	5·67	52·5	27·6	24·9	3·64	6·02	3·28	
10·3	*4·67*	*5·63*	*64·8*	*29·4*	*35·4*	*3·27*	*††6·21*	*3·93*	Nizam's State.
10·9	4·91	6·03	58·6	26·3	32·3	3·00	††5·78	3·64	
11·7	*7·50*	*4·17*	*53·6*	*34·5*	*19·1*	*4·79*	*7·58*	*2·61*	North Western.
11·9	7·54	4·31	53·9	34·3	19·6	4·64	7·23	2·62	
11·5	*4·41*	*7·09*	*77·0*	*29·5*	*47·5*	*4·12*	*6·41*	*6·58*	South Indian.
11·6	4·30	7·34	76·8	28·4	48·4	3·87	6·12	6·53	
									3′ 3⅜″ Gauge.
5·09	*3·51*	*1·58*	*36·9*	*25·5*	*11·4*	*5·43*	*10·6*	*2·35*	Assam-Bengal.
5·20	3·40	1·80	36·2	23·6	12·6	5·00	9·62	2·59	
6·00	*2·00*	*4·00*	*33·0*	*12·0*	*21·0*	*2·00*	*3·99*	*5·01*	Bengal and North-Western.
5·00	2·00	3·00	28·0	12·0	16·0	2·00	4·03	4·37	
8·89	*4·70*	*4·19*	*41·3*	*21·8*	*19·5*	*4·49*	*6·33*	*4·01*	Bombay, Baroda and Central India.
9·05	4·57	4·48	41·6	21·0	20·6	4·21	5·92	4·14	
7·46	*4·96*	*2·50*	*43·7*	*29·0*	*14·7*	*5·14*	*8·07*	*2·59*	Burma.
7·65	5·11	2·54	42·5	28·4	14·1	5·03	7·82	2·49	
7·19	*4·83*	*2·36*	*32·2*	*21·6*	*10·6*	*5·89*	*†9·35*	*2·83*	Eastern Bengal.
7·08	4·69	2·39	32·7	21·7	11·0	5·40	†8·51	2·72	
6·10	*3·31*	*2·79*	*32·5*	*17·7*	*14·8*	*4·68*	*6·84*	*3·93*	Jodhpur.
6·26	3·20	3·06	31·7	16·2	15·5	4·05	5·88	3·88	
6·44	*3·03*	*3·41*	*45·4*	*21·4*	*24·1*	*4·53*	*7·11*	*5·09*	Madras and Southern Mahratta.
6·32	3·17	3·15	44·3	22·3	22·1	4·73	7·42	4·68	
9·44	*5·50*	*3·94*	*56·9*	*33·1*	*23·8*	*5·76*	**	*4·08*	Nizam's State.
9·63	5·43	4·20	52·8	29·8	23·0	5·33	**	4·08	
5·76	*2·26*	*3·50*	*47·2*	*18·5*	*28·7*	*3·25*	*5·45*	*5·01*	Rohilkund and Kumaon.
5·38	2·16	3·22	43·4	17·4	26·0	3·13	5·24	4·63	
7·29	*3·44*	*3·85*	*42·8*	*20·2*	*22·6*	*5·02*	*8·65*	*5·48*	South Indian.
7·44	3·60	3·84	42·1	20·3	21·8	5·07	8·56	5·33	

earnings and expenses.
sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
† Metre and Narrow gauges combined.
** Included in Broad gauge. †† Broad and Metre gauges combined.

16.—Statement of ton mileage of ***Class I Railways*** *for the years 1933-34 and 1934-35.*

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1933-34*	*2,237,232*	*1,623,412*	*4,475,193*	*2,214,569*	*5,157,114*	*2,230,058*	*5,313,596*
	1934-35	2,581,843	1,689,015	5,113,917	2,316,306	5,913,072	2,330,135	6,086,986
Bombay, Baroda and Central India	*1933-34*	*937,150*	*1,115,114*	*2,013,119*	*1,535,627*	*2,269,861*	*1,532,626*	*2,342,827*
	1934-35	981,056	1,067,306	2,071,556	1,482,910	2,327,882	1,485,905	2,399,744
Eastern Bengal	*1933-34*	*427,829*	*1,259,152*	*996,642*	*1,666,880*	*1,120,027*	*1,671,478*	*1,342,312*
	1934-35	464,262	1,425,363	1,082,534	1,915,238	1,226,276	1,919,818	1,721,791
East Indian	*1933-34*	*5,531,873*	*4,984,284*	*11,052,634*	*6,588,688*	*12,359,868*	*6,663,239*	*12,689,095*
	1934-35	5,923,040	4,992,694	11,852,842	6,828,257	13,375,333	6,906,030	13,814,802
Great Indian Peninsula — Steam	*1933-34*	*2,105,487*	*2,895,228*	*4,488,998*	*3,906,421*	*5,120,810*	*3,911,496*	*5,205,244*
	1934-35	2,227,466	2,962,849	4,775,509	4,003,036	5,442,517	4,005,539	5,524,293
Great Indian Peninsula — Electric §	*1933-34*	*274,716*	*525,746*	*567,319*	*714,941*	*650,389*	*716,401*	*663,632*
	1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308
Madras and Southern Mahratta	*1933-34*	*662,589*	*1,092,172*	*1,526,995*	*1,548,338*	*1,767,558*	*1,568,625*	*1,815,609*
	1934-35	682,527	1,121,464	1,557,889	1,595,972	1,804,846	1,613,052	1,857,074
Nizam's State	*1933-34*	*239,980*	*258,118*	*479,416*	*372,573*	*590,354*	*373,126*	*620,695*
	1934-35	274,435	271,766	560,182	389,369	681,799	390,039	704,045
North Western	*1933-34*	*2,218,409*	*4,110,139*	*5,032,295*	*5,556,683*	*5,858,700*	*5,567,499*	*6,106,309*
	1934-35	2,441,519	4,286,155	5,422,097	5,764,986	6,288,114	5,776,045	6,554,658
South Indian	*1933-34*	*147,968*	*531,288*	*350,116*	*775,243*	*418,560*	*776,115*	*443,590*
	1934-35	168,578	553,708	396,457	808,100	472,023	809,093	500,594
TOTAL 5′ 6″ GAUGE — Steam	*1933-34*	*14,508,517*	*17,868,907*	*30,415,408*	*24,165,022*	*34,662,852*	*24,294,262*	*35,879,277*
	1934-35	15,744,726	18,370,320	32,832,983	25,104,174	37,531,862	25,235,656	39,163,987
TOTAL 5′ 6″ GAUGE — Electric§	*1933-34*	*274,716*	*525,746*	*567,319*	*714,941*	*650,389*	*716,401*	*663,632*
	1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308
3′ 3⅜′ GAUGE								
Assam Bengal	*1933-34*	*222,503*	*403,486*	*502,291*	*476,815*	*586,267*	*477,988*	*629,786*
	1934-35	270,920	404,919	595,405	473,287	691,721	474,596	727,767
Bengal and North Western	*1933-34*	*549,046*	*816,340*	*1,027,671*	*1,066,359*	*1,164,654*	*1,137,391*	*1,241,244*
	1934-35	602,398	801,722	1,144,080	1,047,546	1,310,658	1,118,561	1,480,159
Bombay, Baroda and Central India	*1933-34*	*616,888*	*874,983*	*1,222,420*	*1,153,265*	*1,416,074*	*1,153,862*	*1,450,578*
	1934-35	677,160	920,184	1,324,270	1,188,099	1,512,517	1,189,038	1,545,754
Burma	*1933-34*	*594,180*	*670,839*	*1,119,417*	*919,492*	*1,360,800*	*921,186*	*1,483,611*
	1934-35	650,510	634,158	1,229,501	902,539	1,489,974	903,876	1,605,107

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

16.—Statement of ton mileage of **Class I Railways** *for the years 1933-34 and 1934-35*—concld.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1933-34*	*220,463*	*477,026*	*543,086*	*612,592*	*623,620*	*612,865*	*659,638*
	1934-35	238,902	516,226	564,461	663,989	650,562	665,419	689,804
Jodhpur	*1933-34*	*106,275*	*177,220*	*233,941*	*224,836*	*282,731*	*225,021*	*296,026*
	1934-35	140,551	185,088	299,933	235,331	357,123	235,528	365,578
Madras and Southern Mahratta	*1933-34*	*438,754*	*584,578*	*967,996*	*836,885*	*1,212,757*	*839,441*	*1,239,021*
	1934-35	419,861	573,223	937,516	825,409	1,176,484	827,940	1,202,155
Nizam's State	*1933-34*	*82,210*	*138,065*	*166,919*	*205,044*	*200,754*	*205,248*	*216,031*
	1934-35	88,100	143,895	181,769	213,528	217,336	213,704	229,423
Rohilkund and Kumaon	*1933-34*	*86,765*	*142,462*	*156,682*	*194,047*	*189,766*	*195,799*	*203,368*
	1934-35	93,596	141,574	168,143	194,287	204,311	196,281	231,549
South Indian	*1933-34*	*271,453*	*901,160*	*619,751*	*1,257,446*	*736,430*	*1,258,280*	*787,782*
	1934-35	284,638	930,987	655,178	1,300,918	772,856	1,301,958	831,702
TOTAL 3′ 3⅜″ GAUGE	*1933-34*	*3,188,537*	*5,186,159*	*6,560,174*	*6,946,781*	*7,773,853*	*7,027,081*	*8,207,085*
	1934-35	3,466,636	5,251,976	7,100,256	7,044,933	8,383,542	7,126,901	8,908,998
2′ 6″ & 2′ 0″ GAUGES.								
Bengal Nagpur	*1933-34*	*41,250*	*120,245*	*100,541*	*176,055*	*132,629*	*176,432*	*145,364*
	1934-35	41,747	121,133	103,565	174,555	136,992	174,845	148,431
Bombay, Baroda and Central India	*1933-34*	*4,592*	*14,854*	*10,645*	*22,558*	*13,970*	*22,560*	*14,909*
	1934-35	4,554	14,580	10,119	22,465	13,329	22,465	14,010
Eastern Bengal	*1933-34*	*47*	*4,089*	*207*	*5,768*	*270*	*5,771*	*270*
	1934-35	47	4,751	180	6,147	236	6,148	309
Great Indian Peninsula	*1933-34*	*5,664*	*16,618*	*14,755*	*28,720*	*24,889*	*28,727*	*27,573*
	1934-35	5,611	17,584	14,708	28,850	24,376	28,850	27,394
North Western	*1933-34*	*19,210*	*45,947*	*51,634*	*73,342*	*80,676*	*73,760*	*86,206*
	1934-35	18,602	46,069	52,534	74,393	81,904	74,542	86,267
South Indian	*1933-34*	*1,404*	*7,237*	*3,445*	*11,876*	*5,038*	*11,876*	*5,048*
	1934-35	1,646	7,047	3,945	11,417	5,653	11,417	6,749
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1933-34*	*72,167*	*208,990*	*181,227*	*318,319*	*257,472*	*319,126*	*279,370*
	1934-35	72,207	211,164	185,051	317,827	262,490	318,267	282,153
TOTAL CLASS I RAILWAYS — Steam	*1933-34*	*17,769,221*	*23,264,056*	*37,156,809*	*31,430,122*	*42,694,177*	*31,640,469*	*44,365,732*
	1934-35	19,283,569	23,833,460	40,118,290	32,466,934	46,177,894	32,680,824	48,355,138
TOTAL CLASS I RAILWAYS — Electric §	*1933-34*	*274,716*	*525,746*	*567,319*	*714,941*	*650,389*	*716,401*	*663,632*
	1934-35	263,498	530,452	557,243	714,103	638,069	714,267	652,308

* See remarks on page 118.

§ See remarks on page 118.

17.—Statement of Train and Engine ‡ Mileage of ***Class I Railways*** *for the years 1933-34 and 1934-35 (In thousands).*

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total (Cols. 13 +14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ Gauge.														
Bengal-Nagpur	*1933-34*	*5,093*	*3,201*	*2,130*	*5,331*	*186*	*221*	*407*	*5,279*	*5,552*	*10,831*	*30*	*297*	*327*
	1934-35	5,458	3,644	2,490	6,134	107	241	348	5,565	6,375	11,940	30	356	386
Bombay, Baroda and Central India	*1933-34*	*3,556*	*1,594*	*258*	*1,852*	*276*	*576*	*852*	*3,832*	*2,428*	*6,260*	*15*	*71*	*86*
	1934-35	3,564	1,544	259	1,803	262	589	851	3,826	2,392	6,218	13	67	80
Eastern Bengal	*1933-34*	*4,242*	*1,092*	*101*	*1,193*	*152*	*87*	*239*	*4,394*	*1,280*	*5,674*	*10*	*421*	*431*
	1934-35	5,088	1,220	149	1,369	154	79	233	5,242	1,448	6,690	8	688	696
East Indian	*1933-34*	*15,043*	*9,337*	*1,897*	*11,234*	*1,153*	*245*	*1,398*	*16,196*	*11,479*	*27,675*	*162*	*615*	*777*
	1934-35	14,983	9,938	2,092	12,030	1,265	271	1,536	16,248	12,301	28,549	171	750	921
Great Indian Peninsula—Steam.	*1933-34*	*9,367*	*3,845*	*1,577*	*5,422*	*695*	*249*	*944*	*10,062*	*5,671*	*15,733*	*13*	*360*	*373*
	1934-35	9,493	3,867	1,808	5,675	684	257	941	10,177	5,932	16,109	13	345	358
Great Indian Peninsula—Electric‡	*1933-34*	*1,602*	*573*	*Nil*	*573*	*Nil*	*Nil*	*Nil*	*1,602*	*573*	*2,175*	*8*	*61*	*69*
	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51
Madras and Southern Mahratta	*1933-34*	*3,980*	*1,305*	*424*	*1,729*	*150*	*194*	*344*	*4,130*	*1,923*	*6,053*	*58*	*130*	*188*
	1934-35	3,987	1,333	389	1,722	155	234	389	4,142	1,956	6,098	49	137	186
Nizam's State.	*1933-34*	*680*	*446*	*Nil*	*446*	*217*	*342*	*559*	*897*	*788*	*1,685*	*1*	*101*	*102*
	1934-35	737	555	1	556	197	250	447	934	806	1,740	2	72	74
North Western	*1933-34*	*10,315*	*4,892*	*882*	*5,774*	*3,300*	*1,617*	*4,917*	*13,615*	*7,391*	*21,006*	*32*	*301*	*333*
	1934-35	10,197	5,100	869	5,969	3,866	1,739	5,605	14,063	7,708	21,771	33	383	416
South Indian	*1933-34*	*2,337*	*432*	*77*	*509*	*124*	*118*	*242*	*2,461*	*627*	*3,088*	*1*	*138*	*139*
	1934-35	2,466	494	115	609	113	86	199	2,579	695	3,274	1	147	148
Total 5′ 6″ gauge—Steam.	*1933-34*	*54,613*	*26,144*	*7,346*	*33,490*	*6,253*	*3,649*	*9,902*	*60,866*	*37,139*	*98,005*	*322*	*2,434*	*2,756*
	1934-35	55,973	27,695	8,172	35,867	6,803	3,746	10,549	62,776	39,613	102,389	320	2,945	3,265
Total 5′ 6″ gauge—Electric‡	*1933-34*	*1,602*	*573*	*Nil*	*573*	*Nil*	*Nil*	*Nil*	*1,602*	*573*	*2,175*	*8*	*61*	*69*
	1934-35	1,561	559	Nil	559	Nil	Nil	Nil	1,561	559	2,120	Nil	51	51
3′ 3⅜″ Gauge.														
Assam Bengal	*1933-34*	*3*	*51*	*201*	*252*	*1,622*	*1,521*	*3,143*	*1,625*	*1,773*	*3,398*	*8*	*153*	*161*
	1934-35	3	116	285	401	1,518	1,593	3,111	1,521	1,994	3,515	7	186	193
Bengal and North-Western	*1933-34*	*4,141*	*1,209*	*877*	*2,086*	*856*	*752*	*1,608*	*4,997*	*2,838*	*7,835*	*12*	*292*	*304*
	1934-35	3,921	1,313	1,116	2,429	962	762	1,724	4,883	3,191	8,074	17	494	511
Bombay, Baroda and Central India	*1933-34*	*3,943*	*1,206*	*1,049*	*2,255*	*787*	*802*	*1,589*	*4,730*	*3,057*	*7,787*	*3*	*53*	*56*
	1934-35	3,777	1,248	1,078	2,326	885	899	1,784	4,662	3,225	7,887	6	56	62
Burma	*1933-34*	*1,170*	*1,213*	*503*	*1,716*	*2,522*	*1,298*	*3,820*	*3,692*	*3,014*	*6,706*	*13*	*354*	*637*
	1934-35	1,254	1,380	537	1,917	2,687	1,208	3,895	3,941	3,125	7,066	15	332	347

‡ Excluding electric multiple unit suburban train.

17.—*Statement of Train and Engine ‡Mileage of* **Class I Railways** *for the years 1933-34 and 1934-35* (*In thousands*)—contd.

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						*Departmental.*		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3′ 3⅜″ Gauge—*concld.*														
Eastern Bengal	*1933-34*	*1,845*	*1,019*	*44*	*1,063*	*349*	*279*	*628*	*2,194*	*1,342*	*3,536*	*4*	*90*	*94*
	1934-35	2,061	1,045	74	1,119	343	263	606	2,404	1,382	3,786	5	106	111
Jodhpur	*1933-34*	*346*	*251*	*15*	*266*	*453*	*529*	*982*	*799*	*795*	*1,594*	*1*	*33*	*34*
	1934-35	380	384	21	405	459	516	975	839	921	1,760	2	27	29
Madras and Southern Mahratta	*1933-34*	*3,273*	*1,689*	*656*	*2,345*	*529*	*962*	*1,491*	*3,802*	*3,307*	*7,109*	*14*	*161*	*175*
	1934-35	3,297	1,588	684	2,272	495	879	1,374	3,792	3,151	6,943	13	158	171
Nizam's State	*1933-34*	*858*	*328*	*Nil*	*328*	*163*	*83*	*246*	*1,021*	*419*	*1,432*	*1*	*54*	*55*
	1934-35	946	375	Nil	375	107	52	159	1,053	427	1,480	1	35	36
Rohilkund and Kumaon	*1933-34*	*616*	*172*	*4*	*176*	*368*	*453*	*821*	*984*	*629*	*1,613*	*8*	*38*	*46*
	1934-35	635	212	9	221	361	465	826	996	686	1,682	8	70	78
South Indian	*1933-34*	*5,717*	*958*	*365*	*1,323*	*635*	*458*	*1,093*	*6,352*	*1,781*	*8,133*	*2*	*420*	*422*
	1934-35	6,035	1,032	330	1,362	567	423	990	6,602	1,785	8,387	2	456	458
Total 3′ 3⅜″ Gauge	*1933-34*	*21,912*	*8,096*	*3,714*	*11,810*	*8,284*	*7,137*	*15,421*	*30,196*	*18,947*	*49,143*	*66*	*1,648*	*1,714*
	1934-35	22,309	8,693	4,134	12,827	8,384	7,060	15,444	30,693	19,887	50,580	76	1,920	1,996
2′ 6″ & 2′ 0″ Gauges.			Total										Total	
Bengal-Nagpur	*1933-34*	*709*	*378*			*355*	*218*	*573*	*1,064*	*596*	*1,660*		*57*	
	1934-35	674	367			352	252	604	1,026	619	1,645		57	
Bombay, Baroda and Central India	*1933-34*	*106*	*2*			*169*	*119*	*288*	*275*	*121*	*396*		*5*	
	1934-35	106	6			171	107	278	277	113	390		4	
Eastern Bengal	*1933-34*	*66*	*Nil*			*39*	*5*	*44*	*105*	*5*	*110*		*Nil*	
	1934-35	71	Nil			40	4	44	111	4	115		2	
Great Indian Peninsula	*1933-34*	*3*	*Nil*			*248*	*210*	*458*	*251*	*210*	*461*		*17*	
	1934-35	1	Nil			236	205	441	237	205	442		20	
North Western	*1933-34*	*203*	*349*			*308*	*227*	*535*	*511*	*576*	*1,087*		*38*	
	1934-35	124	349			387	233	620	511	582	1,093		29	
South Indian	*1933-34*	*Nil*	*Nil*			*117*	*40*	*157*	*117*	*40*	*157*		*1*	
	1934-35	Nil	Nil			111	42	153	111	42	153		2	
Total 2′ 6″ and 2′ 0″ Gauges	*1933-34*	*1,087*	*729*			*1,236*	*819*	*2,055*	*2,323*	*1,548*	*3,871*		*118*	
	1934-35	976	722			1,297	843	2,140	2,273	1,565	3,838		114	
Total Class I Railways — Steam	*1933-34*	*77,612*	*46,029*			*15,773*	*11,605*	*27,378*	*93,385*	*57,634*	*151,019*		*4,588*	
	1934-35	79,258	49,416			16,484	11,649	28,133	95,742	61,065	156,807		5,375	
Total Class I Railways — Electric‡	*1933-34*	*1,602*	*573*			*Nil*	*Nil*	*Nil*	*1,602*	*573*	*2,175*		*69*	
	1934-35	1,561	559			Nil	Nil	Nil	1,561	559	2,120		51	

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ Gauge.											
Bengal Nagpur	*1933-34*	*254*	*30*	*284*	*2,287*	*402*	*2,689*	*8*	*7*	*41*	*56*
	1934-35	251	40	291	2,423	432	2,855	5	6	58	69
Bombay, Baroda & Central India	*1933-34*	*160*	*6*	*166*	*796*	*65*	*861*	*2*	*3*	*144*	*149*
	1934-35	135	6	141	778	67	845	Nil	1	148	149
Eastern Bengal	*1933-34*	*314*	*49*	*363*	*760*	*80*	*840*	*Nil*	*Nil*	*29*	*29*
	1934-35	330	46	376	756	86	842	Nil	1	26	27
East Indian	*1933-34*	*750*	*29*	*779*	*3,545*	*309*	*3,854*	*63*	*69*	*450*	*582*
	1934-35	756	22	778	3,763	334	4,097	71	78	458	607
Great Indian Peninsula — Steam	*1933-34*	*213*	*15*	*228*	*1,764*	*204*	*1,968*	*51*	*67*	*90*	*208*
	1934-35	216	12	228	1,875	178	2,053	52	79	100	231
Great Indian Peninsula — Electric‡	*1933-34*	*109*	*1*	*110*	*Nil*	*21*	*21*	*92*	*63*	*42*	*197*
	1934-35	29	1	130	3	22	25	90	56	41	187
Madras & Southern Mahratta	*1933-34*	*127*	*6*	*133*	*536*	*95*	*631*	*13*	*9*	*86*	*108*
	1934-35	125	7	132	539	89	628	18	7	93	118
Nizam's State	*1933-34*	*60*	*4*	*64*	*173*	*18*	*191*	*1*	*Nil*	*20*	*21*
	1934-35	54	3	57	196	19	215		3	19	22
North Western	*1933-34*	*1,010*	*82*	*1,092*	*1,808*	*335*	*2,143*	*398*	*78*	*161*	*637*
	1934-35	894	71	965	1,979	377	2,356	244	93	176	513
South Indian	*1933-34*	*65*	*72*	*137*	*196*	*91*	*287*	*1*	*1*	*21*	*23*
	1934-35	60	79	139	219	92	311	1	Nil	16	17
Total 5′ 6″ Gauge — Steam	*1933-34*	*2,953*	*293*	*3,246*	*11,865*	*1,599*	*13,464*	*537*	*234*	*1,042*	*1,813*
	1934-35	2,821	286	3,107	12,528	1,674	14,202	391	268	1,094	1,753
Total 5′ 6″ Gauge — Electric‡	*1933-34*	*109*	*1*	*110*	*Nil*	*21*	*21*	*92*	*63*	*42*	*197*
	1934-35	129	1	130	3	22	25	90	56	41	187
3′ 3⅜″ Gauge.											
Assam Bengal	*1933-34*	*83*	*30*	*113*	*499*	*67*	*566*	*7*	*6*	*23*	*36*
	1934-35	91	35	126	584	70	654	5	7	21	33
Bengal and North Western	*1933-34*	*128*	*68*	*196*	*1,157*	*363*	*1,520*	*3*	*13*	*24*	*40*
	1934-35	146	48	194	1,261	398	1,659	2	14	30	46
Bombay, Baroda & Central India	*1933-34*	*211*	*41*	*252*	*798*	*113*	*911*	*11*	*20*	*36*	*67*
	1934-35	203	44	247	839	123	962	10	19	40	69
Burma	*1933-34*	*239*	*Nil*	*239*	*698*	*Nil*	*698*	*11*	*Nil*	*24*	*35*
	1934-35	220	Nil	220	755	Nil	755	17	Nil	25	42

‡ Excluding electric multiple unit suburban trains.

Railways for the years 1933-34 and 1934-35 (In thousands)—contd.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		Total including Departmental. (Columns 36+37+38.)	Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total. Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)		
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
145	*24*	*434*	*175*	*778*	*10*	*23*	*387*	*724*	*5,619*	*9,019*	*15,362*	Bengal Nagpur.
240	41	521	221	1,023	7	23	378	771	5,925	10,253	16,949	
Nil	*1*	*62*	*20*	*83*	*4*	*20*	*235*	*325*	*4,147*	*3,372*	*7,844*	Bombay, Baroda & Central India.
Nil	2	58	17	77	3	20	242	325	4,116	3,314	7,755	
4	*18*	*54*	*182*	*258*	*12*	*13*	*33*	*476*	*4,786*	*2,378*	*7,640*	Eastern Bengal.
4	11	67	162	244	22	52	73	791	5,645	2,534	8,970	
88	*105*	*782*	*1,118*	*2,093*	*95*	*67*	*876*	*1,748*	*17,557*	*17,426*	*36,731*	East Indian.
83	131	922	1,297	2,433	105	69	821	1,847	17,633	18,831	38,311	
98	*49*	*168*	*36*	*351*	*5*	*38*	*286*	*664*	*10,498*	*7,990*	*19,152*	Steam — Great Indian Peninsula.
84	63	186	39	372	5	40	276	639	10,636	8,357	19,632	
75	*1*	*28*	*Nil*	*104*	*1*	*15*	*29*	*99*	*1,909*	*698*	*2,706*	‡ Electric — Great Indian Peninsula.
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	
53	*14*	*92*	*6*	*165*	*9*	*27*	*161*	*358*	*4,371*	*2,719*	*7,448*	Madras & Southern Mahratta.
46	5	97	5	153	10	22	161	357	4,392	2,737	7,486	
12	*3*	*94*	*Nil*	*109*	*1*	*22*	*96*	*199*	*982*	*1,088*	*2,269*	Nizam's State.
4	3	82	Nil	89	Nil	17	102	176	1,013	1,110	2,299	
147	*23*	*430*	*51*	*651*	*48*	*30*	*724*	*1,105*	*15,344*	*10,185*	*26,634*	North Western.
184	36	463	70	753	46	35	633	1,095	15,541	10,817	27,453	
14	*5*	*35*	*Nil*	*54*	*42*	*17*	*48*	*229*	*2,621*	*968*	*3,818*	South Indian.
21	9	44	Nil	74	22	22	37	207	2,735	1,080	4,022	
561	*242*	*2,151*	*1,588*	*4,542*	*226*	*257*	*2,846*	*5,828*	*65,925*	*55,145*	*126,898*	Steam — Total 5′ 6″ Gauge.
666	301	2,440	1,811	5,218	220	300	2,723	6,208	67,636	59,033	132,877	
75	*1*	*28*	*Nil*	*104*	*1*	*15*	*29*	*99*	*1,909*	*698*	*2,706*	‡ Electric — Total 5′ 6″ Gauge.
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	
												3′ 3⅜″ Gauge.
23	*18*	*37*	*1*	*79*	*3*	*8*	*57*	*221*	*1,779*	*2,418*	*4,418*	Assam Bengal.
28	26	58	1	113	3	9	68	264	1,680	2,761	4,705	
Nil	*54*	*42*	*Nil*	*96*	*104*	*13*	*151*	*559*	*5,233*	*4,454*	*10,246*	Bengal and North Western.
15	73	58	Nil	146	134	16	166	811	5,123	4,996	10,930	
9	*44*	*63*	*28*	*144*	*Nil*	*3*	*292*	*348*	*5,049*	*4,112*	*9,509*	Bombay, Baroda & Central India.
9	40	68	25	142	3	2	282	347	4,978	4,329	9,654	
10	*2*	*165*	*316*	*493*	*Nil*	*Nil*	*123*	*490*	*3,966*	*4,205*	*8,661*	Burma
13	Nil	193	333	539	Nil	Nil	114	461	*4,203*	*4,419*	*9,083*	

17.—Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3′ 3⅜″ Gauge—*concld.*											
Eastern Bengal	*1933-34*	*178*	*15*	*193*	*455*	*78*	*533*	*Nil*	*1*	*6*	*7*
	1934-35	187	15	202	509	85	594	Nil	3	6	9
Jodhpur	*1933-34*	*87*	*52*	*139*	*166*	*59*	*295*	*3*	*4*	*7*	*14*
	1934-35	27	60	87	191	68	259	4	6	8	18
Madras & Southern Mahratta	*1933-34*	*100*	*7*	*107*	*657*	*76*	*733*	*12*	*40*	*29*	*81*
	1934-35	98	6	104	628	68	696	15	16	49	80
Nizam's State	*1933-34*	*25*	*11*	*36*	*88*	*6*	*94*	*3*	*Nil*	*26*	*29*
	1934-35	25	6	31	87	8	95	3	2	20	25
Rohilkund and Kumaon	*1933-34*	*36*	*Nil*	*36*	*231*	*4*	*235*	*12*	*13*	*15*	*40*
	1934-35	43	Nil	43	248	4	252	12	10	17	39
South Indian	*1933-34*	*117*	*208*	*325*	*332*	*199*	*531*	*3*	*8*	*18*	*29*
	1934-35	118	185	303	325	234	559	12	8	14	34
Total 3′ 3⅜″ Gauge	*1933-34*	*1,209*	*432*	*1,641*	*5,081*	*965*	*6,046*	*65*	*105*	*208*	*378*
	1934-35	1,158	399	1,557	5,427	1,058	6,485	80	85	230	395

		Shunting miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2′ 6″ & 2′ 0″ Gauges.				
Bengal-Nagpur	*1933-34*	*291*	*81*	*372*
	1934-35	275	99	374
Bombay, Baroda & Central India	*1933-34*	*Nil*	*33*	*33*
	1934-35	Nil	34	34
Eastern Bengal	*1933-34*	*Nil*	*3*	*3*
	1934-35	Nil	3	3
Great Indian Peninsula	*1933-34*	*36*	*3*	*39*
	1934-35	31	6	37
North Western	*1933-34*	*115*	*33*	*148*
	1934-35	109	34	143
South Indian	*1933-34*	*Nil*	*9*	*9*
	1934-35	Nil	9	9
Total 2′ 6″ & 2′ 0″ Gauges	*1933-34*	*442*	*162*	*604*
	1934-35	415	185	600
Total Class I Railways — Steam	*1933-34*	*21,550*	*3,451*	*25,001*
	1934-35	22,349	3,602	25,951
Total Class I Railways — Electric‡	*1933-34*	*109* 1	*110* *Nil*	*21* *21*
	1934-35	129 1	130 3	22 25

‡Excluding electric multiple unit suburban trains.
* Included in column 32.

Railways for the years 1933-34 and 1934-35 (In thousands)—concld.

ENGINE MILES.								Total Departmental. (Cols. 15+33+35.)	Total Engine Miles.			Railway.
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).				Traffic Engine Miles.		Total including Departmental. (Columns 36+37+38.)	
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+26+27.)	Goods & proportion of mixed. (Columns 11+23+32.)		
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3⅜″ GAUGE—*concld.*
Nil	*4*	*10*	*17*	*31*	*1*	*10*	*33*	*128*	*2,394*	*1,906*	*4,428*	Eastern Bengal.
Nil	4	13	20	37	2	8	37	150	2,615	2,013	4,778	
13	*5*	*20*	*3*	*41*	*Nil*	*2*	*72*	*106*	*952*	*1,061*	*2,119*	Jodhpur.
18	6	27	8	59	Nil	3	77	106	944	1,239	2,289	
109	*114*	*83*	*1*	*307*	*2*	*17*	*87*	*264*	*3,990*	*4,347*	*8,601*	Madras & Southern Mahratta.
113	102	100	1	316	1	14	91	263	3,976	4,163	8,402	
7	*Nil*	*35*	*Nil*	*42*	*1*	*12*	*95*	*151*	*1,086*	*547*	*1,784*	Nizam's State.
2	2	33	Nil	37	1	9	73	110	1,109	559	1,778	
9	*7*	*12*	*4*	*32*	*10*	*1*	*65*	*121*	*1,060*	*896*	*2,077*	Rohilkund and Kumaon.
9	5	11	4	29	13	2	74	165	1,078	967	2,210	
47	*33*	*43*	*25*	*148*	*49*	*45*	*81*	*552*	*6,706*	*2,460*	*9,718*	South Indian.
47	22	29	25	123	56	61	102	616	6,939	2,467	10,022	
227	*281*	*510*	*395*	*1,413*	*170*	*111*	*1,056*	*2,940*	*32,215*	*26,406*	*61,561*	Total 3′ 3⅜″ Gauge.
254	280	590	417	1,541	213	124	1,084	3,293	32,645	27,913	63,851	
				Total § OTHER ENGINE MILES.			Total OTHER DEPARTMENTAL.					2′ 6″ & 2′ 0″ GAUGES.
				31			*27*	*84*	*1,204*	*859*	*2,147*	Bengal Nagpur.
				38			22	79	1,160	897	2,136	
				4			*3*	*8*	*312*	*121*	*441*	Bombay, Baroda & Central India.
				5			1	5	316	113	434	
				Nil			Nil	*Nil*	*107*	*6*	*113*	Eastern Bengal.
				Nil			*Nil*	2	113	5	120	
				Nil			*2*	*19*	*261*	*239*	*519*	Great Indian Peninsula.
				1			2	22	246	234	502	
				73			*12*	*50*	*601*	*707*	*1,358*	North Western.
				65			13	42	593	708	1,343	
				Nil			*Nil*	*1*	*121*	*45*	*167*	South Indian.
				Nil			Nil	2	115	47	164	
				108			*44*	*162*	*2,606*	*1,977*	*4,745*	Total 2′ 6″ & 2′ 0″ Gauges.
				109			38	152	2,543	2,004	4,699	
				8,254				*8,930*	*100,746*	*83,528*	*193,204*	Steam
				9,016				9,651	102,824	88,950	201,427	
75	*1*	*28*	*Nil*	*104*	*1*	*15*	*29*	*99*	*1,909*	*698*	*2,706*	Electric ‡
73	1	26	Nil	100	1	13	29	81	1,878	684	2,643	

Total Class I Railways.

§ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—*Statement of Engine hours of* **Class I Railways**

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (columns 4+5.)	Main Line.	Branch Line.	Total. (columns 7+8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1933-34*	*242,7*	*13,5*	*16,3*	*29,8*	*248,9*	*181,1*	*430,0*	*56,7*	*537,9*
	1934-35	257,0	8,3	18,6	26,9	279,1	218,2	497,3	58,2	570,9
Bombay, Baroda and Central India.	*1933-34*	*147,3*	*18,7*	*40,9*	*59,6*	*128,6*	*23,0*	*151,6*	*32,1*	*172,2*
	1934-35	146,6	17,6	41,4	59,0	125,0	22,5	147,5	28,1	169,0
Eastern Bengal	*1933-34*	*206,4*	*11,0*	*6,2*	*17,2*	*102,4*	*13,2*	*115,6*	*72,5*	*168,0*
	1934-35	240,5	11,4	5,8	17,2	108,1	17,9	126,0	75,3	168,4
East Indian	*1933-34*	*615,8*	*62,7*	*13,5*	*76,2*	*767,7*	*203,0*	*970,7*	*155,9*	*770,9*
	1934-35	612,1	67,7	15,1	82,8	836,8	229,5	1,066,3	155,6	819,4
Great Indian Peninsula	*1933-34*	*447,7*	*40,0*	*16,3*	*56,3*	*331,6*	*125,2*	*456,8*	*68,1*	*399,9*
	1934-35	444,5	39,2	17,0	56,2	330,2	142,0	472,2	71,9	417,1
Madras and Southern Mahratta	*1933-34*	*189,0*	*10,7*	*13,9*	*24,6*	*114,5*	*39,3*	*153,8*	*26,7*	*126,2*
	1934-35	187,3	11,2	16,9	28,1	113,9	36,9	150,8	26,3	125,6
Nizam's State	*1933-34*	*29,1*	*14,4*	*22,7*	*37,1*	*40,2*	*Nil*	*40,2*	*12,8*	*33,2*
	1934-35	31,5	12,5	15,8	28,3	48,5	1	48,6	11,4	42,9
North Western	*1933-34*	*461,3*	*199,2*	*106,5*	*305,7*	*427,3*	*84,0*	*511,3*	*218,4*	*428,7*
	1934-35	450,5	227,3	117,5	344,8	457,9	82,9	540,8	193,0	471,3
South Indian	*1933-34*	*117,3*	*8,2*	*8,6*	*16,8*	*36,4*	*6,7*	*43,1*	*27,5*	*57,3*
	1934-35	123,9	7,7	6,6	14,3	41,7	10,4	52,1	27,8	62,2
Total 5′ 6″ Gauge	*1933-34*	*2,456,6*	*378,4*	*244,9*	*623,3*	*2,197,6*	*675,5*	*2,873,1*	*670,7*	*2,699,3*
	1934-35	2,493,9	402,9	254,7	657,6	2,341,2	760,4	3,101,6	647,6	2,846,8
3′ 3⅜″ Gauge.										
Assam Bengal	*1933-34*	*2*	*132,8*	*124,6*	*257,4*	*5,0*	*19,5*	*24,5*	*24,0*	*113,0*
	1934-35	2	121,7	127,7	249,4	10,0	27,2	37,2	25,1	130,9
Bengal and North Western	*1933-34*	*251,4*	*64,1*	*56,5*	*120,6*	*115,0*	*83,9*	*198,9*	*39,3*	*304,0*
	1934-35	236,7	73,1	58,1	131,2	123,8	112,8	236,6	37,2	330,6
Bombay, Baroda and Central India.	*1933-34*	*213,5*	*56,2*	*58,3*	*114,5*	*96,0*	*93,1*	*189,1*	*50,4*	*182,3*
	1934-35	201,7	60,9	62,9	123,8	100,9	93,7	194,6	49,4	192,4
Burma	*1933-34*	*56,9*	*167,3*	*90,9*	*258,2*	*102,9*	*41,9*	*144,8*	*47,9*	*139,5*
	1934-35	60,6	168,6	83,5	252,1	115,9	45,5	161,4	44,1	151,0

for the years 1933-34 and 1934-35 (In hundreds).

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to total Engine hours.		Railway.
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											5′ 6″ Gauge.
64,5	*154,8*	*25,0*	*377,4*	*1,164,0*	*3,6*	*91,1*	*94,7*	*1,636,1*	*67*	*36*	Bengal-Nagpur.
33,8	194,9	31,6	392,3	1,313,3	3,4	97,1	100,5	1,806,1	67	37	
54,3	*41,9*	*2,8*	*252,4*	*409,4*	*2,9*	*45,3*	*48,2*	*710,0*	*65*	*42*	Bombay, Baroda Central India.
53,7	40,9	2,4	246,0	401,2	2,6	46,6	49,2	696,4	66	42	
83,2	*27,9*	*26,1*	*373,1*	*343,8*	*2,2*	*56,3*	*58,5*	*775,4*	*58*	*30*	Eastern Bengal.
90,9	34,8	23,1	418,1	358,1	2,6	95,2	97,8	874,0	60	29	
248,2	*254,2*	*159,7*	*1,082,6*	*2,169,0*	*30,4*	*202,4*	*232,8*	*3,484,4*	*61*	*42*	East Indian.
246,3	280,4	185,3	1,081,7	2,366,5	31,6	217,3	248,9	3,697,1	61	42	
115,1	*179,1*	*5,2*	*670,9*	*1,057,3*	*7,2*	*92,3*	*99,5*	*1,827,7*	*72*	*41*	Great Indian Peninsula.
113,0	178,7	5,6	668,6	1,090,6	6,6	88,3	94,9	1,854,1	72	42	
78,2	*64,3*	*9*	*304,6*	*359,1*	*7,3*	*34,3*	*41,6*	*705,3*	*64*	*42*	Madras and Southern Mahratta.
78,6	65,6	7	303,4	359,6	6,5	35,6	42,1	705,1	64	42	
14,2	*22,3*	*Nil*	*70,5*	*123,4*	*1*	*27,8*	*27,9*	*221,8*	*62*	*42*	Nizam's State.
13,4	19,3	Nil	68,8	126,6	1	26,0	26,1	221,5	64	42	
158,2	*136,2*	*7,3*	*1,037,1*	*1,190,0*	*11,5*	*143,9*	*155,4*	*2,382,5*	*63*	*46*	North Western.
157,0	150,8	10,1	1,027,8	1,290,5	11,7	138,7	150,4	2,468,7	65	46	
48,3	*25,4*	*Nil*	*201,3*	*134,4*	*3,1*	*26,2*	*34,3*	*370,0*	*60*	*32*	South Indian.
50,4	30,3	Nil	209,8	151,2	4,0	24,1	28,1	389,1	62	33	
864,2	*906,1*	*227,0*	*4,369,9*	*6,950,4*	*73,3*	*719,6*	*792,9*	*12,113,2*			Total 5′ 6″ Gauge.
872,1	995,7	258,8	4,416,5	7,457,6	69,1	768,9	838,0	12,712,1			
											3′ 3½″ Gauge.
30,5	*37,4*	*1*	*187,5*	*299,6*	*1,5*	*24,8*	*26,3*	*513,4*	*71*	*46*	Assam Bengal.
28,5	44,1	1	175,5	340,0	9	29,6	30,5	546,0	69	45	
65,3	*61,2*	*Nil*	*420,1*	*620,6*	*20,3*	*63,6*	*83,9*	*1,124,6*	*72*	*37*	Bengal and North Western.
64,6	81,9	Nil	411,6	707,2	27,0	91,9	118,9	1,237,7	71	37	
57,7	*55,0*	*3,9*	*377,8*	*488,6*	*3*	*60,1*	*60,4*	*926,8*	*71*	*45*	Bombay, Baroda and Central India.
57,6	56,9	3,5	369,6	510,3	6	57,2	57,8	937,7	71	45	
62,0	*40,9*	*45,2*	*335,1*	*461,3*	*1,0*	*49,2*	*50,2*	*846,6*	*67*	*46*	Burma.
62,8	41,0	47,5	336,1	484,4	1,3	46,1	47,4	867,9	68	46	

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

18.—*Statement of Engine hours of Class I Railways*

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ GAUGE—*concld.*										
Eastern Bengal	*1933-34*	*108,1*	*28,6*	*23,0*	*51,6*	*91,8*	*4,8*	*96,6*	*38,5*	*106,6*
	1934-35	119,6	28,8	22,2	51,0	94,8	9,0	103,8	40,4	118,7
Jodhpur	*1933-34*	*17,1*	*32,6*	*38,0*	*70,6*	*22,6*	*1,5*	*24,1*	*27,7*	*45,1*
	1934-35	18,0	33,2	37,4	70,6	36,6	2,2	38,8	17,5	51,9
Madras and Southern Mahratta	*1933-34*	*181,7*	*42,9*	*77,9*	*120,8*	*158,6*	*61,5*	*220,1*	*21,4*	*146,7*
	1934-35	175,2	39,1	69,3	108,4	146,4	62,7	209,1	20,7	139,2
Nizam's State	*1933-34*	*43,9*	*10,8*	*5,5*	*16,3*	*33,8*	*Nil*	*33,8*	*7,1*	*18,9*
	1934-35	47,4	7,4	3,6	11,0	38,0	Nil	38,0	6,2	19,0
Rohilkund and Kumaon	*1933-34*	*35,4*	*27,7*	*34,1*	*61,8*	*17,2*	*4*	*17,6*	*7,2*	*47,0*
	1934-35	36,3	27,4	35,3	62,7	21,7	9	22,6	8,7	50,5
South Indian	*1933-34*	*319,5*	*49,8*	*34,7*	*84,5*	*83,9*	*39,9*	*123,8*	*65,0*	*106,0*
	1934-35	333,2	45,5	32,8	78,3	89,2	34,1	123,3	60,5	111,7
Total 3′ 3⅜″ Gauge	*1933-34*	*1,227,7*	*612,8*	*543,5*	*1,156,3*	*726,8*	*346,5*	*1,073,3*	*328,5*	*1,209,1*
	1934-35	1,228,9	605,7	532,8	1,138,5	777,3	388,1	1,165,4	309,8	1,295,9
2′ 6″ & 2′ 0″ GAUGES.			Total			Total			Total	
Bengal Nagpur	*1933-34*	*49,6*			*50,8*			*37,9*	*74,4*	
	1934-35	45,9			53,2			38,2	74,9	
Bombay, Baroda and Central India.	*1933-34*	*7,5*			*26,5*			*2*	*6,6*	
	1934-35	7,3			25,2			5	6,9	
Eastern Bengal	*1933-34*	*6,3*			*4,6*			*Nil*	*6*	
	1934-35	6,6			4,6			Nil	6	
Great Indian Peninsula	*1933-34*	*2*			*33,5*			*Nil*	*8,0*	
	1934-35	1			31,9			Nil	7,6	
North Western	*1933-34*	*18,9*			*45,5*			*43,6*	*29,5*	
	1934-35	12,4			53,6			44,0	28,7	
South Indian	*1933-34*	*Nil*			*12,0*			*Nil*	*1,9*	
	1934-35	Nil			11,8			Nil	1,8	
Total 2′ 6″ & 2′ 0″ Gauges	*1933-34*	*82,5*			*172,9*			*81,7*	*121,0*	
	1934-35	72,3			180,3			82,7	120,5	
Total Class I Railways	*1933-34*	*3,766,8*			*1,952,5*			*4,028,1*	*5,028,6*	
	1934-35	3,795,1			1,976,4			4,349,7	5,229,6	

for the years 1933-34 and 1934-35 (In hundreds)—concld.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns. 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											3′ 3⅜″ Gauge—*concld.*
40,1	*20,3*	*2,4*	*215,3*	*248,9*	*7*	*16,9*	*17,6*	*481,8*	*63*	*45*	Eastern Bengal.
41,9	20,6	2,8	230,7	268,1	1,0	19,5	20,5	519,3	64	44	
23,2	*26,7*	*5*	*100,6*	*134,4*	*3*	*17,4*	*17,7*	*252,7*	*49*	*41*	Jodhpur.
28,2	45,4	1,1	96,9	174,6	3	18,1	18,4	289,9	53	40	
38,0	*73,3*	*2*	*284,0*	*518,7*	*1,9*	*28,5*	*30,4*	*833,1*	*79*	*54*	Madras and Southern Mahratta.
42,7	75,6	2	277,7	493,4	1,9	28,5	30,4	801,5	77	53	
15,7	*7,2*	*Nil*	*77,5*	*65,4*	*4*	*20,2*	*20,6*	*163,5*	*70*	*46*	Nizam's State.
15,6	7,2	Nil	76,6	67,8	3	15,0	15,3	159,7	71	50	
13,8	*10,3*	*5*	*84,1*	*109,5*	*2,4*	*19,6*	*22,0*	*215,6*	*73*	*40*	Rohilkund and Kumaon.
12,1	9,3	6	84,5	118,3	2,9	25,5	28,4	231,1	73	40	
169,5	*56,6*	*3,5*	*603,8*	*324,6*	*10,7*	*66,4*	*77,1*	*1,005,5*	*60*	*41*	South Indian.
176,6	51,2	3,7	615,8	322,7	12,2	72,5	84,7	1,023,2	60	39	
516,8	*389,4*	*56,3*	*2,685,8*	*3,271,6*	*39,5*	*366,7*	*406,2*	*6,363,6*			Total 3′ 3⅜″ Gauge.
530,6	433,2	59,4	2,675,0	3,486,8	48,4	403,9	452,3	6,614,0			
Total.					Total.						2′ 6″ & 2′0″ Gauges.
25,6						*11,3*	*249,6*				Bengal Nagpur.
24,4						10,7	247,3				
17,6						*1,1*	*59,5*				Bombay, Barod a and Central India.
16,0						7	56,6				
8,1						*Nil*	*19,6*				Eastern Bengal.
8,7						2	20,7				
5,9						*2,4*	*50,0*				Great Indian Peninsula.
5 2						2,9	47,7				
20,1						*6,6*	*164,2*				North Western.
20,4						5,5	164,6				
6,7						*1*	*20,7*				South Indian.
7,8						*1*	21,5				
84,0						*21,5*	*563,6*				Total 2′ 6″ & 2′0″ Gauges.
82,5						20,1	558,4				
3,043,8						*1,220,6*	*19,040,4*				Total Class I Railways.
3,232,3						1,310,2	19,884,3				

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

19. *Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class 1*

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total (Cols. 3 +4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Other Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Total (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6)	TOTAL PASSENGER AND PROPORTION OF MIXED. Other Vehicles. (Cols. 4+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Total (Cols. 9 +10.)	GOODS AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1933-34*	*77,410*	*2,460*	*79,870*	*2,698*	*35*	*2,733*	*80,108*	*2,495*	*82,603*	*99,388*	*140,973*	*70·5*
	1934-35	81,333	2,357	83,690	2,270	28	2,298	83,603	2,385	85,988	105,513	151,552	69·6
Bombay, Baroda and Central India.	*1933-34*	*51,909*	*8,255*	*60,164*	*6,909*	*823*	*7,732*	*58,818*	*9,078*	*67,896*	*57,462*	*81,140*	*70·8*
	1934-35	47,312	9,901	57,213	6,593	756	7,349	53,905	10,657	64,562	59,642	81,722	73·0
Eastern Bengal	*1933-34*	*66,350*	*5,207*	*71,557*	*2,921*	*Nil*	*2,921*	*69,271*	*5,207*	*74,478*	*38,816*	*54,951*	*70·6*
	1934-35	75,622	5,375	80,997	2,836	Nil	2,836	78,458	5,375	83,833	42,071	57,939	72·6
East Indian	*1933-34*	*251,614*	*9,851*	*261,465*	*17,117*	*317*	*17,434*	*268,731*	*10,168*	*278,899*	*330,601*	*515,797*	*64·1*
	1934-35	248,171	10,241	258,412	19,246	324	19,570	267,417	10,565	277,982	352,263	545,859	64·5
Great Indian Peninsula	*1933-34*	*163,729*	*4,955*	*168,684*	*11,764*	*Nil*	*11,764*	*175,493*	*4,955*	*180,448*	*163,305*	*218,198*	*74·8*
	1934-35	165,727	4,325	170,052	11,735	Nil	11,735	177,462	4,325	181,787	169,148	223,759	75·6
Madras and Southern Mahratta.	*1933-34*	*50,341*	*716*	*51,057*	*2,288*	*Nil*	*2,288*	*52,629*	*716*	*53,345*	*47,820*	*68,147*	*70·2*
	1934-35	50,610	2,212	52,822	2,562	Nil	2,562	53,172	2,212	55,384	48,969	69,158	70·8
Nizam's State	*1933-34*	*9,047*	*159*	*9,206*	*4,368*	*91*	*4,459*	*13,415*	*250*	*13,665*	*13,460*	*18,691*	*72·0*
	1934-35	10,063	231	10,294	3,605	62	3,667	13,668	293	13,961	17,485	25,640	68·2
North Western	*1933-34*	*177,645*	*5,949*	*183,594*	*53,058*	*605*	*53,663*	*230,703*	*6,554*	*237,257*	*179,055*	*253.390*	*70.7*
	1934-35	177,188	6,861	184,049	62,452	859	63,311	239,640	7,720	247,360	195,441	267, 833	73·0
South Indian	*1933-34*	*27,717*	*288*	*28,005*	*1,922*	*Nil*	*1,922*	*29,639*	*288*	*29,927*	*12,427*	*15,418*	*80·6*
	1934-35	29,016	335	29,351	1,498	1	1,499	30,514	336	30,850	13,642	17,308	78·8
Total 5′ 6″ Gauge	*1933-34*	*875,762*	*37,840*	*913,602*	*103,045*	*1,871*	*104,916*	*978,807*	*39,711*	*1,018,518*	*942,334*	*1,366,705*	*68·9*
	1934-35	885,042	41,838	926,880	112,797	2,030	114,827	997,839	43,868	1,041,707	1,004,174	1,440,770	69·7
3′ 3⅜″ GAUGE.													
Assam Bengal	*1933-34*	*58*	*41*	*99*	*40,601*	*2,986*	*43,587*	*40,659*	*3,027*	*43,686*	*1,206*	*2,100*	*57·4*
	1934-35	72	26	98	39,677	3,035	42,712	39,749	3,061	42,810	3,172	5,260	60·3
Bengal and North-Western.	*1933-34*	*65,678*	*1,390*	*67,074*	*16,047*	*73*	*16,120*	*81,725*	*1,469*	*83,194*	*44,345*	*56,317*	*78·7*
	1934-35	62,945	985	63,930	17,391	91	17,482	80,336	1,076	81,412	44,961	60,330	74·5
Bombay, Baroda and Central India.	*1933-34*	*60,929*	*4,960*	*65,889*	*20,145*	*853*	*20,998*	*81,074*	*5,813*	*86,887*	*41,745*	*59,945*	*69·6*
	1934-35	59,949	5,069	65,018	23,218	1,073	24,291	83,167	6,142	89,309	44,782	63,233	70·8
Burma.	*1933-34*	*23,332*	*318*	*23,650*	*48,936*	*1,024*	*49,960*	*72,268*	*1,342*	*73,610*	*48,946*	*65,331*	*74·9*
	1934-35	22,691	274	22,965	46,360	992	47,352	69,051	1,266	70,317	53,029	76,348	69·5

Railways for the years 1933-34 and 1934-35 (*In thousands*).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5′ 6″ Gauge.
54,142	*93,100*	*58·2*	*2,444*	*3,562*	*155,974*	*237,635*	*65·6*	*597*	*5,712*	*6,309*	*391*	*6,921*	*7,312*	Bengal Nagpur.
63,962	109,350	58·5	3,616	5,164	173,091	266,066	65·1	525	6,628	7,153	404	7,898	8,302	
6,619	*11,533*	*57·4*	*12,682*	*16,919*	*76,763*	*109,592*	*70·0*	*96*	*2,443*	*2,539*	*1,940*	*1,999*	*3,939*	Bombay, Baroda and Central India.
6,775	11,379	59·5	13,227	17,320	79,644	110,421	72·1	89	2,123	2,212	1,843	1,957	3,800	
2,556	*4,061*	*62·9*	*1,103*	*1,674*	*42,475*	*60,686*	*70·0*	*188*	*11,884*	*12,072*	*64*	*1,638*	*1,702*	Eastern Bengal.
3,794	6,141	61·8	1,053	1,453	46,918	65,533	71·6	139	27,683	27,822	135	2,350	2,485	
43,991	*65,466*	*67·2*	*2,892*	*3,831*	*377,484*	*585,094*	*64·5*	*2,956*	*19,147*	*22,103*	*2,496*	*13,000*	*15,496*	East Indian.
46,302	69,490	66·6	3,178	4,234	401,743	619,583	64·8	3,182	25,426	28,608	2,201	14,474	16,675	
37,321	*57,725*	*64·7*	*2,981*	*4,546*	*203,607*	*280,469*	*72·6*	*241*	*5,383*	*5,624*	*3,432*	*6,529*	*9,961*	Great Indian Peninsula.
42,120	65,489	64·3	2,974	4,597	214,242	293,845	72·9	79	5,273	5,352	4,291	6,795	11,086	
13,048	*16,680*	*78·2*	*2,258*	*2,998*	*63,126*	*87,825*	*71·9*	*1,016*	*3,186*	*4,202*	*1,058*	*2,585*	*3,643*	Madras and Southern Mahratta.
12,305	15,110	81·4	2,983	3,889	64,257	88,157	72·9	796	3,464	4,260	920	2,675	3,595	
2	*5*	*41·3*	*4,840*	*7,021*	*18,302*	*25,717*	*71·2*	*20*	*1,437*	*1,457*	*368*	*639*	*1,007*	Nizam's State.
44	75	57·9	3,437	4,666	20,966	30,381	69·0	25	1,098	1,123	373	730	1,103	
21,545	*28,635*	*75·2*	*23,486*	*29,686*	*224,086*	*311,711*	*71·9*	*446*	*9,869*	*10,315*	*7,249*	*6,113*	*13,362*	North Western.
20,821	28,493	73·1	25,070	32,572	241,332	328,898	73·4	461	12,886	13,347	6,235	6,433	12,668	
1,855	*2,342*	*79·2*	*2,025*	*2,469*	*16,307*	*20,229*	*80·6*	*12*	*1,727*	*1,739*	*301*	*1,022*	*1,323*	South Indian.
2,529	3,376	74·9	1,259	1,585	17,430	22,269	78·3	12	2,248	2,260	286	1,168	1,454	
181,079	*279,547*	*64·7*	*54,711*	*72,706*	*1,178,124*	*1,718,958*	*68·5*	*5,572*	*60,788*	*66,360*	*17,299*	*40,446*	*57,745*	Total 5′ 6″ Gauge
198,652	308,903	64·3	56,797	75,480	1,259,623	1,825,153	69·0	5,308	86,829	92,137	16,688	44,480	61,168	
														3′ 3¾″ Gauge.
2,622	*3,668*	*71·5*	*29,437*	*41,063*	*33,265*	*46,831*	*71·0*	*116*	*4,139*	*4,255*	*Nil*	*456*	*456*	Assam Bengal.
3,737	5,481	68·2	32,212	44,855	39,121	55,596	70·4	134	4,665	4,799	Nil	672	672	
21,973	*29,444*	*74·6*	*10,821*	*14,259*	*77,139*	*100,020*	*77·1*	*91*	*11,019*	*11,110*	*7,311*	*2,415*	*9,726*	Bengal and North Western.
27,050	38,497	70·3	10,241	13,923	82,242	112,750	72·9	146	19,275	19,421	7,162	2,961	10,123	
31,982	*45,324*	*70·6*	*15,993*	*21,825*	*89,720*	*127,094*	*70·6*	*42*	*1,542*	*1,584*	*2,659*	*2,347*	*5,006*	Bombay, Baroda and Central India.
33,145	46,897	70·7	18,526	25,158	96,453	135,288	71·3	48	1,634	1,682	2,670	2,446	5,116	
6,485	*9,449*	*68·6*	*20,030*	*25,640*	*75,461*	*100,420*	*75·1*	*172*	*10,174*	*10,346*	*124*	*2,475*	*2,599*	Burma.
7,681	11,317	67·9	17,747	22,579	78,457	110,244	71·2	162	9,409	9,571	121	2,736	2,857	

19.—*Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I*

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7)	Total. (Cols. 9+10).	GOODS AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3′ 3⅜″ GAUGE—*concld.*													
Eastern Bengal	*1933-34*	*38,019*	*1,290*	*39,309*	*8,845*	*Nil*	*8,845*	*46,864*	*1,290*	*48,154*	*35,226*	*49,514*	*71·1*
	1934-35	41,724	1,248	42,972	8,560	Nil	8,560	50,284	1,248	51,532	34,794	48,947	71·1
Jodhpur	*1933-34*	*6,909*	*167*	*7,076*	*10,769*	*290*	*11,059*	*17,678*	*457*	*18,135*	*8,712*	*13,247*	*65·8*
	1934-35	7,447	219	7,666	10,665	263	10,928	18,112	482	18,594	13,998	20,364	68·7
Madras and Southern Mahratta.	*1933-34*	*43,270*	*532*	*43,802*	*10,693*	*Nil*	*10,693*	*53,963*	*532*	*54,495*	*42,734*	*57,283*	*74·6*
	1934-35	42,824	1,282	44,106	9,811	Nil	9,811	52,635	1,282	53,917	41,233	54,717	75·4
Nizam's State	*1933-34*	*8,659*	*380*	*9,039*	*2,858*	*52*	*2,910*	*11,517*	*432*	*11,949*	*9,396*	*12,391*	*75·8*
	1934-35	10,261	397	10,658	1,697	28	1,725	11,958	425	12,383	10,657	14,576	73·1
Rohilkund and Kumaon	*1933-34*	*7,878*	*98*	*7,976*	*6,304*	*54*	*6,358*	*14,182*	*152*	*14,334*	*3,736*	*5,820*	*64·2*
	1934-35	7,765	105	7,870	6,164	70	6,234	13,929	175	14,104	4,251	6,429	66·1
South Indian	*1933-34*	*84,121*	*555*	*84,676*	*11,548*	*11*	*11,559*	*95,669*	*566*	*96,235*	*30,657*	*41,521*	*73·8*
	1934-35	88,119	539	88,658	10,419	9	10,428	98538	548	99,086	33,571	46,125	72·8
Total 3′ 3⅜″ Gauge	*1933-34*	*338,853*	*9,737*	*348,590*	*176,746*	*5,343*	*182,089*	*515,599*	*15,080*	*530,679*	*266,703*	*363,469*	*73·4*
	1934-35	343,797	10,144	353,941	173,962	5,561	179,523	517,759	15,705	533,464	284,438	396,329	71·8
		Total			Total			Total			Total— Mai and Branch Lines.		
											Loaded.	Total.	Percentage loaded of Total.
2′ 6″ & 2′ 0″ GAUGES.													
Bengal-Nagpur	*1933-34*	*12,357*			*8,553*			*20,910*			*6,838*	*10,130*	*67·5*
	1934-35	12,017			8,950			20,967			6,253	9,691	64·5
Bombay, Baroda and Central India.	*1932-34*	*835*			*2,304*			*3,139*			*14*	*31*	*45·2*
	1934-35	841			2,279			3,120			35	69	50·7
Eastern Bengal	*1933-34*	*619*			*472*			*1,091*			*Nil*	*Nil*	*Nil*
	1934-35	684			458			1,142			Nil	Nil	Nil
Great Indian Peninsula	*1933-34*	*13*			*2,997*			*3,010*			*Nil*	*Nil*	*Nil*
	1934-35	15			2,989			3,004			Nil	Nil	Nil
North-Western	*1933-34*	*2,544*			*5,551*			*8,095*			*2,321*	*3,899*	*59·5*
	1934-35	1,648			6,624			8,272			2,294	3,902	58·8
South Indian	*1933-34*	*Nil*			*1,885*			*1,885*			*Nil*	*Nil*	*Nil*
	1934-35	Nil			1,843			1,843			Nil	Nil	Nil
Total 2′ 6″ & 2′ 0″ Gauges	*1933-34*	*16,368*			*21,762*			*38,130*			*9,173*	*14,060*	*65·2*
	1934-35	15,205			23,143			38,348			8,582	13,662	62·8
Total Class I Railways	*1933-34*	*1,278,560*			*308,767*			*1,587,327*			*1,432,524*	*2,139,624*	*69·3*
	1934-35	1,296,026			317,493			1,613,519			1,587,877	2,290,967	70·1

Railways for the years 1933-34 and 1934-35 (In thousands)—concld.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods. — *Branch lines.*			Goods proportion of mixed.		Total.									
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded (Cols. 12+15+18.)	Total (Cols. 13+16+19.)	Percentage loaded of total.	Passenger and total mixed.	Goods.	Total (Cols. 23+24).	Passenger and total mixed.	Goods.	Total (Cols. 26+27.)	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3⅜″ Gauge—*concld.*
940	*1,392*	*67·5*	*4,952*	*7,075*	*41,118*	*57,981*	*70·9*	*86*	*3,405*	*3,491*	*565*	*1,441*	*2,006*	Eastern Bengal.
1,448	2,309	62·7	4,754	6,562	40,996	57,818	70·9	107	3,991	4,098	557	1,367	1,924	
193	*381*	*50·5*	*11,156*	*14,747*	*20,061*	*28,375*	*70·7*	*15*	*1,426*	*1,441*	*909*	*362*	*1,271*	Jodhpur.
305	545	56·1	10,622	13,940	24,925	34,849	71·5	31	1,108	1,139	1,014	543	1,557	
10,557	*14,665*	*72·0*	*14,187*	*19,463*	*67,478*	*91,411*	*73·8*	*118*	*3,040*	*3,157*	*2,114*	*4,951*	*7,065*	Madras and Southern Mahratta.
11,101	15,569	71·3	13,284	17,445	65,618	87,731	74·8	126	2,913	3,039	1,355	4,796	6,151	
1	*4*	*29·3*	*1,241*	*1,472*	*10,638*	*13,867*	*76·7*	*22*	*933*	*955*	*514*	*782*	*1,296*	Nizam's State.
1	2	34·2	768	842	11,426	15,420	74·1	21	7 0	781	329	854	1,183	
106	*161*	*66·0*	*5,832*	*7,849*	*9,674*	*13,830*	*70·0*	*93*	*1,783*	*1,876*	*1,464*	*229*	*1,693*	Rohilkund and Kumaon.
127	227	56·0	5,902	8,027	10,280	14,683	70·0	102	3,282	3,384	1,582	319	1,901	
8,376	*11,355*	*73·8*	*7,313*	*9,822*	*46,346*	*62,698*	*73·9*	*30*	*9,426*	*9,456*	*521*	*3,031*	*3,552*	South Indian
7,436	10,459	71·1	6,946	9,145	47,953	65,729	72·9	38	10,401	10,439	514	3,219	3,733	
83,235	*115,843*	*71·9*	*120,962*	*163,215*	*470,900*	*642,527*	*73·3*	*784*	*46,887*	*47,671*	*16,181*	*18,489*	*34,670*	Total 3′ 3⅜″ Gauge.
92,031	131,303	70·9	121,002	162,476	497,471	690,108	72·1	915	57,438	58,353	15,304	19,913	35,217	
								Total.		Total.				
														2′ 6″ & 2′ 0″ Gauges.
4,329	*5,366*	*11,167*	*15,496*	*72·1*				*1,481*		*597*				Bengal Nagpur.
5,216	6,533	11,469	16,224	70·7				1,370		594				
1,090	*1,790*	*1,104*	*1,821*	*60·6*				*120*		*268*				Bombay, Baroda and Central India.
1,001	1,600	1,036	1,669	62·1				88		265				
35	*60*	*35*	*60*	*59·1*				*Nil*		*39*				Eastern Bengal.
34	51	34	51	66·7				7		30				
1,895	*2,613*	*1,895*	*2,613*	*72·5*				*432*		*33*				Great Indian Peninsula
1,938	2,607	1,938	2,607	72·5				385		40				
3,150	*4,391*	*5,471*	*8,290*	*66·0*				*428*		*1,535*				North Western.
3,167	4,418	5,461	8,320	65·6				354		1,424				
506	*645*	*506*	*645*	*78·5*				*7*		*1*				South Indian.
554	717	554	717	77·2				12		Nil				
11,005	*14,865*	*20,178*	*28,925*	*69·8*				*2,458*		*2,473*				Total 2′ 6″ and 2′ 0″ Gauges.
11,910	15,926	20,492	29,588	69·3				2,216		2,353				
186,678	*250,786*	*1,669,202*	*2,390,410*	*69·8*				*116,499*		*94,888*				Total Class I Railways
189,709	253,882	1,777,586	2,544,849	69·9				152,706		98,738				

20.—*Statement of speed of Goods Trains (excluding Departmental) of* **Class I Railways** *for the years 1933-34 and 1934-35.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*15·5*	15·8	*13·2*	12·4	*14·3*	14·1	*11·8*	12·1	*10·9*	10·7	*11·5*	11·5
Bombay, Baroda and Central India	*12·5*	12·5	*11·2*	11·3	*12·3*	12·3	*11·6*	11·6	*11·1*	11·3	*11·6*	11·5
Eastern Bengal	*13·5*	15·3	*12·0*	13·5	*13·5*	15·2	*10·4*	11·0	*7·10*	7·87	*9·96*	10·5
East Indian	*13·6*	13·3	*10·4*	9·79	*13·3*	13·0	*11·8*	11·5	*8·72*	8·56	*11·1*	10·9
Great Indian Peninsula { Steam	*14·3*	14·9	*13·8*	13·6	*14·1*	14·3	*12·4*	12·6	*11·7*	11·9	*12·2*	12·4
Great Indian Peninsula { Electric‡	*18·9*	16·5	*Nil*	Nil	*18·9*	16·5	*13·9*	13·8	*Nil*	Nil	*13·9*	13·8
Madras and Southern Mahratta	*13·7*	14·1	*13·4*	13·8	*13·6*	14·1	*11·2*	11·6	*10·6*	10·2	*11·1*	11·3
Nizam's State	*12·4*	13·1	*15·1*	13·9	*12·4*	13·1	*11·1*	11·4	*15·1*	13·9	*11·1*	11·4
North Western	*15·8*	15·6	*Nil*	Nil	*15·8*	15·6	*10·9*	10·6	*10·1*	10·0	*10·8*	10·5
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·8*	11·0	*11·0*	10·3	*10·9*	10·8
Average for 5′ 6″ guage { Steam	*	*	*	*	*	*	*11·9*	11·8	*10·9*	10·7	*11·7*	11·6
Average for 5′ 6″ guage { Electric‡	*18·9*	16·5	*Nil*	Nil	*18·9*	16·5	*13·9*	13·8	*Nil*	Nil	*13·9*	13·8
3′ 3⅜″ GAUGE.												
Assam Bengal	*9·74*	11·6	*10·5*	10·6	*10·3*	10·9	*9·74*	11·6	*10·3*	10·4	*10·2*	10·7
Bengal and North Western	*11·0*	11·7	*7·61*	7·24	*9·42*	9·70	*9·70*	9·61	*8·59*	7·98	*9·20*	8·78
Bombay, Baroda and Central India	*13·3*	13·1	*13·7*	13·8	*13·5*	13·3	*12·3*	12·1	*11·3*	11·1	*11·7*	11·6
Burma	*13·0*	13·2	*12·0*	11·8	*12·6*	12·7	*11·8*	11·9	*12·0*	11·8	*11·8*	11·9
Eastern Bengal	*13·1*	12·9	*10·5*	8·51	*13·1*	12·9	*11·0*	10·9	*8·98*	8·06	*10·9*	10·6
Jndhpur	*13·5*	14·4	*9·76*	8·19	*12·9*	13·7	*10·8*	10·5	*9·95*	9·34	*10·8*	10·0
Madras and Southern Mahratta	*11·0*	11·4	*10·9*	10·9	*11·0*	11·2	*10·6*	10·8	*10·6*	10·9	*10·6*	10·8
Nizam's State	*11·6*	11·6	*11·1*	9·75	*11·6*	11·6	*9·69*	9·83	*10·4*	9·75	*9·69*	9·83
Rohilkund and Kumaon	*9·52*	9·38	*10·4*	10·1	*9·54*	9·41	*9·52*	9·38	*10·4*	10·1	*9·54*	9·41
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·4*	11·6	*9·15*	9·68	*10·7*	11·0
Average for 3′ 3⅜″ gauge	*	*	*	*	*	*	*11·1*	11·2	*10·7*	10·7	*11·0*	11·0

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1933-34.	1934-35.
Bengal Nagpur	*9·57*	9·10
Bombay, Baroda and Central India	*12·8*	13·3
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*Nil*	Nil
North Western	*7·97*	7·90
South Indian	*Nil*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*8·92*	8·73

* Information not available.

‡ Other than Electric multiple unit suburban trains.

21.—Statement of Shunting and Light Running on **Class I Railways** *for the years 1933-34 and 1934-35.*

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34*	1934-35
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*5·37*	5·23	*0·78*	1·05	*0·91*	1·15	*48·4*	44·8	*7·32*	8·17	*8·25*	8·81
Bombay, Baroda and Central India	*4·32*	3·68	*3·77*	3·86	*3·84*	3·88	*35·5*	35·3	*2·58*	2·41	*2·62*	2·49
Eastern Bengal	*8·25*	7·18	*0·66*	0·49	*0·66*	0·51	*65·6*	58·2	*4·20*	4·63	*5·61*	5·41
East Indian	*4·81*	4·79	*2·78*	2·82	*3·20*	3·30	*33·6*	33·3	*6·82*	7·50	*7·73*	8·56
Great Indian Peninsula	*2·90*	3·05	*1·14*	1·20	*2·25*	2·35	*31·9*	32·0	*3·14*	3·27	*3·94*	4·26
Madras and Southern Mahratta	*3·23*	3·17	*2·07*	2·24	*2·31*	2·42	*32·8*	32·1	*4·79*	4·97	*5·49*	5·25
Nizam's State	*7·13*	6·11	*2·28*	2·00	*2·30*	2·33	*24·2*	26·6	*11·9*	10·2	*12·4*	10·6
North Western	*8·02*	6·86	*1·18*	1·25	*1·75*	1·91	*29·0*	30·6	*5·81*	6·01	*6·12*	6·47
South Indian	*5·58*	5·39	*0·89*	0·64	*0·92*	0·65	*45·7*	44·8	*5·48*	6·36	*6·21*	7·65
Average for 5′ 6″ gauge	*5·37*	5·03	*1·74*	1·76	*2·21*	2·27	*35·8*	35·4	*5·78*	6·14	*6·42*	6·89
3′ 3⅜″ GAUGE.												
Assam Bengal	*7·29*	8·25	*1·42*	1·37	*1·79*	1·81	*31·9*	32·8	*2·08*	2·93	*3·11*	4·24
Bengal and North Western	*3·93*	3·83	*0·48*	0·62	*0·75*	0·90	*53·6*	51·8	*1·48*	1·83	*3·38*	4·10
Bombay, Baroda and Central India	*5·33*	5·29	*0·76*	0·85	*1·18*	1·27	*29·8*	29·8	*2·07*	2·09	*3·50*	3·35
Burma	*6·49*	5·59	*0·65*	0·63	*0·66*	0·63	*23·1*	24·2	*5·46*	6·16	*5·54*	6·18
Eastern Bengal	*8·77*	8·40	*0·28*	0·26	*0·33*	0·38	*39·7*	42·9	*0·72*	0·94	*1·04*	1·25
Jodhpur	*17·3*	10·4	*0·84*	0·95	*1·38*	1·60	*28·4*	28·2	*2·44*	2·96	*3·08*	3·57
Madras and Southern Mahratta	*2·82*	2·73	*0·75*	1·30	*1·80*	1·73	*22·2*	22·1	*2·50*	3·16	*5·95*	6·39
Nizam's State	*3·50*	3·50	*2·60*	2·60	*2·63*	2·63	*23·0*	22·3	*8·50*	7·75	*8·57*	8·14
Rohilkund and Kumaon	*3·69*	4·38	*1·51*	1·70	*2·76*	2·73	*37·3*	36·8	*1·97*	1·54	*3·03*	2·32
South Indian	*5·12*	4·59	*0·28*	0·21	*0·41*	0·33	*29·8*	31·3	*2·41*	1·62	*4·27*	2·86
Average for 3′ 3⅜″ gauge	*5·43*	5·07	*0·69*	0·75	*1·04*	1·03	*31·9*	32·6	*2·69*	2·97	*4·17*	4·37

† Other engine miles per 100 train miles.

2′ 6″ AND 2′ 0″ GAUGES. Year.	*1933-34.*	1934-35.
Bengal Nagpur	*24·3*	25·1
Bombay, Baroda and Central India	*9·45*	10·1
Eastern Bengal	*0·08*	2·43
Great Indian Peninsula	*8·45*	8·65
North Western	*20·3*	19·1
South Indian	*Nil*	6·02
Average for 2′ 6″ and 2′ 0″ gauges	*18·4*	18·5

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—*Statement of Engine Usage of Class I*

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1933-34*	*743*	*715*	*160*	*555*	*54*	*44*	*100*	*9*	*187*
	1934-35	743	708	187	521	51	46	108	7	211
Bombay, Baroda and Central India.	*1933-34*	*385*	*370*	*69*	*273*	*Nil*	*10*	*71*	*21*	*56*
	1934-35	385	364	75	289	19	10	74	22	63
Eastern Bengal	*1933-34*	*340*	*311*	*50*	*252*	*48*	*9*	*96*	*8*	*37*
	1934-35	330	303	65	233	10	3	96	6	43
East Indian	*1933-34*	*1,588*	*1,613*	*239*	*1,361*	*244*	*108*	*303*	*37*	*354*
	1934-35	1,588	1,597	234	1,351	200	78	300	41	384
Great Indian Peninsula. Steam	*1933-34*	*876*	*873*	*160*	*713*	*192*	*116*	*136*	*28*	*151*
	1934-35	817	815	153	662	139	100	135	27	156
Great Indian Peninsula. †Electric	*1933-34*	*65*	*65*	*8*	*57*	*Nil*	*Nil*	*27*	*Nil*	*20*
	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
Madras and Southern Mahratta.	*1933-34*	*305*	*306*	*75*	*231*	*22*	*17*	*88*	*8*	*54*
	1934-35	305	304	79	225	20	9	86	10	54
Nizam's State	*1933-34*	*85*	*90*	*23*	*67*	*Nil*	*Nil*	*13*	*13*	*15*
	1934-35	85	86	23	63	Nil	Nil	13	11	16
North Western	*1933-34*	*1,297*	*1,284*	*155*	*1,129*	*153*	*113*	*257*	*103*	*214*
	1934-35	1,278	1,264	175	1,089	142	71	241	113	223
South Indian	*1933-34*	*149*	*154*	*36*	*119*	*4*	*Nil*	*52*	*8*	*18*
	1934-35	152	151	31	120	3	Nil	54	7	22
Total 5′ 6″ Gauge Steam	*1933-34*	*5,768*	*5,716*	*967*	*4,700*	..	..	*1,116*	*235*	*1,086*
	1934-35	5,683	5,592	977	4,598	..	..	1,107	244	1,172
Total 5′ 6″ Gauge †Electric	*1933-34*	*65*	*65*	*8*	*57*	*Nil*	*Nil*	*27*	*Nil*	*20*
	1934-35	65	65	9	56	Nil	Nil	26	Nil	19
3′ 3⅜″ Gauge.										
Assam Bengal	*1933-34*	*205*	*204*	*43*	*161*	*1*	*Nil*	*Nil*	*97*	*10*
	1934-35	205	205	31	174	Nil	Nil	Nil	95	15
Bengal and North Western	*1933-34*	*355*	*393*	*27*	*366*	*15*	*2*	*95*	*56*	*74*
	1934-35	355	388	22	366	22	1	95	53	81
Bombay, Baroda and Central India.	*1933-34*	*490*	*459*	*59*	*400*	*24*	*8*	*95*	*50*	*71*
	1934-35	490	463	62	401	63	27	90	53	72

†Excluding Electric Multiple Unit Suburban Trains.

Railways for the years 1933-34 and 1934-35.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
26	*75*	*397*	*108*	*440*	*141*	*146*	*92*	*106*	*60*	*11,957*	*23,554*	*8·05*	B. N.
24	76	426	95	461	140	169	95	109	66	13,798	24,789	8·70	
9	*50*	*207*	*59*	*237*	*142*	*113*	*95*	*104*	*58*	*12,957*	*23,473*	*7·14*	B., B. & C. I.
45	13	217	56	243	137	108	83	98	58	12,402	23,023	6·60	
13	*47*	*201*	*23*	*218*	*123*	*94*	*97*	*107*	*69*	*9,302*	*15,378*	*8·45*	E. B.
18	46	209	18	230	147	120	95	120	83	9,125	15,886	10·3	
63	*210*	*967*	*218*	*1,075*	*140*	*112*	*96*	*103*	*62*	*15,147*	*27,971*	*7·01*	E. I.
64	220	1,009	203	1,127	141	111	96	103	65	16,268	27,847	7·50	
27	*83*	*425*	*122*	*422*	*193*	*98*	*107*	*126*	*61*	**11,085*	**24,839*	*6·34*	G.I.P. Steam.
27	85	430	114	423	197	100	108	127	67	*12,345	*25,478	6·95	
3	*3*	*53*	*4*	*55*	*183*	*Nil*	*96*	*140*	*114*	**27,149*	**37,189*	*9·47*	G.I.P. Elec. †
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,984	9·51	
12	*27*	*189*	*23*	*200*	*128*	*121*	*98*	*108*	*68*	*12,655*	*22,436*	*8·37*	M. & S. M.
12	26	188	21	199	132	110	96	110	71	12,937	22,898	8·59	
6	*6*	*53*	*14*	*69*	*144*	*117*	*104*	*114*	*68*	*11,678*	*23,706*	*9·07*	N. S.
6	7	53	10	66	161	116	109	115	71	13,722	26,644	9·63	
33	*126*	*733*	*268*	*794*	*117*	*137*	*84*	*99*	*57*	*8,758*	*18,252*	*5·78*	N. W
34	127	738	239	791	122	142	84	103	60	10,2·9	19,166	6·21	
8	*8*	*94*	*23*	*101*	*127*	*94*	*99*	*110*	*67*	*7,104*	*14,276*	*8·42*	S. I.
7	9	99	20	114	131	91	96	111	72	7,707	14,307	8·89	
197	*632*	*3,266*	*858*	..	*138*	*122*	*95*	*107*	*61*	**12,014*	**23,521*		Total 5′ 6″ Gauge. Steam.
237	609	3,369	776	..	143	126	95	108	65	*13,184	*24,023		
3	*3*	*53*	*4*	*55*	*183*	*Nil*	*96*	*140*	*114*	**27,149*	**37,189*		Elec.†
2	4	51	5	51	184	Nil	98	142	111	*26,816	*37,984		
													3′ 3⅜″ GAUGE.
7	*22*	*136*	*25*	*142*	*Nil*	*94*	*85*	*89*	*60*	*4,921*	*8,051*	*8·74*	A. B.
8	25	143	31	151	Nil	94	90	90	63	5,520	8,618	8·60	
24	*41*	*290*	*76*	*319*	*122*	*88*	*88*	*97*	*73*	*7,105*	*10,982*	*8·42*	B. & N. W.
29	45	303	63	334	115	99	95	99	79	7,695	11,344	9·26	
20	*38*	*274*	*110*	*310*	*117*	*89*	*95*	*95*	*56*	*6,911*	*13,345*	*6·35*	B., B. & C. I.
18	39	272	77	317	118	95	97	97	57	7,371	14,243	6·41	

* Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

22.—*Statement of Engine Usage of* **Class 1**

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ Gauge—*concld.*										
Burma	*1933-34*	*393*	*403*	*42*	*361*	*59*	*18*	*21*	*94*	*50*
	1934-35	390	392	46	346	22	5	21	93	55
Eastern Bengal	*1933-34*	*226*	*223*	*35*	*182*	*60*	*33*	*41*	*18*	*27*
	1934-35	223	220	47	172	39	27	46	18	31
Jodhpur	*1933-34*	*105*	*107*	*8*	*99*	*Nil*	*Nil*	*8*	*29*	*8*
	1934-35	105	107	9	98	Nil	Nil	8	31	12
Madras and Southern Mahratta.	*1933-34*	*344*	*362*	*52*	*310*	*36*	*17*	*67*	*46*	*78*
	1934-35	341	360	56	304	35	24	65	41	79
Nizam's State	*1933-34*	*87*	*82*	*19*	*63*	*Nil*	*Nil*	*19*	*5*	*9*
	1934-35	87	83	23	60	Nil	Nil	19	4	8
Rohilkund and Kumaon	*1933-34*	*75*	*77*	*7*	*70*	*Nil*	*Nil*	*14*	*22*	*5*
	1934-35	75	76	..	71	Nil	Nil	14	22	7
South Indian	*1933-34*	**418*	*411*	*96*	*314*	*15*	*4*	*134*	*38*	*52*
	1934-35	*406	403	80	323	19	3	136	35	52
Total 3′ 3⅜″ Gauge	*1933-34*	*2,698*	*2,721*	*388*	*2,326*	..	..	*494*	*455*	*384*
	1934-35	2,677	2,697	376	2,315	..	..	494	445	412
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1933-34*	*116*	*115*	*26*	*89*	*Nil*	*Nil*	*19*	*20*	*16*
	1934-35	116	113	24	89	Nil	Nil	19	21	15
Bombay, Baroda and Central India.	*1933-34*	*27*	*25*	*4*	*20*	*Nil*	*Nil*	*3*	*12*	*Nil*
	1934-35	27	26	6	20	Nil	Nil	4	11	Nil
Eastern Bengal	*1933-34*	*9*	*11*	*2*	*9*	*2*	*Nil*	*4*	*2*	*Nil*
	1934-35	9	11	3	8	Nil	Nil	3	3	Nil
Great Indian Peninsula	*1933-34*	*22*	*22*	*4*	*18*	*2*	*1*	*Nil*	*12*	Nil
	1934-35	22	22	5	17	1	Nil	Nil	12	Nil
North Western	*1933-34*	*100*	*101*	*14*	*87*	*16*	*7*	*5*	*21*	*17*
	1934-35	100	100	14	86	15	10	3	24	16
South Indian	*1933-34*	*11*	*11*	*2*	*9*	*1*	*Nil*	*Nil*	*6*	*Nil*
	1934-35	11	11	1	10	3	Nil	Nil	6	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1933-34*	*285*	*285*	*52*	*232*	..	..	*31*	*73*	*33*
	1934-35	285	283	53	230	..	..	29	77	31

* Excludes 2 Battery Tenders.

Railways for the years 1933-34 and 1934-35—concld.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		Railway.
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3′ 3⅜″ GAUGE —*concld.*
12	*43*	*220*	*105*	*248*	*157*	*113*	*102*	*108*	*59*	*6,926*	*13,915*	*6·43*	Burma.
13	41	223	112	253	162	116	105	112	63	7,736	15,034	6·87	
4	*27*	*117*	*13*	*137*	*126*	*109*	*110*	*106*	*56*	*5,653*	*11,139*	*7·28*	E. B.
5	28	128	11	143	124	107	103	104	61	6,001	11,133	8·27	
3	*8*	*56*	*43*	*69*	*124*	*103*	*104*	*102*	*54*	*4,853*	*9,970*	*6·99*	Jodhpur.
4	9	64	34	78	131	100	101	98	59	4,874	10,581	8·10	
8	*32*	*231*	*51*	*257*	*137*	*95*	*92*	*102*	*65*	*5,393*	*8,838*	*7·36*	M. & S. M.
8	33	226	47	250	141	98	91	102	64	5,166	8,639	7·22	
3	*8*	*44*	*19*	*54*	*132*	*133*	*113*	*111*	*59*	*5,662*	*13,448*	*7·11*	N. S.
2	8	41	19	49	141	123	134	118	58	6,692	15,470	7·29	
10	*3*	*54*	*16*	*Nil*	*125*	*107*	*101*	*105*	*74*	*5,833*	*9,210*	*8·38*	R. & K.
11	3	57	14	Nil	129	108	90	106	80	6,087	8,919	8·90	
20	*15*	*259*	*47*	*282*	*122*	*86*	*83*	*103*	*65*	**4,746*	**9,145*	**8·76*	S. I.
22	15	260	50	287	126	85	87	106	68	*5,064	*9,778	*8·69	
111	*237*	*1,681*	*505*	..	*125*	*98*	*94*	*100*	*62*	*6,057*	*10,924*		TOTAL 3′ 3½″ GAUGE.
120	246	1,717	458	..	127	101	96	102	65	6,444	11,075		
													2′ 6″ & 2′ 0″ GAUGES'
2	*10*	*67*	*22*	*78*	*106*	*86*	*72*	*88*	*52*	*2,029*	*3,755*	*7·68*	B. N.
2	10	67	22	78	102	91	74	88	52	2,048	3,736	7·60	
Nil	*Nil*	*15*	*5*	*19*	*100*	*73*	*Nil*	*81*	*48*	*1,572*	*1,572*	*8·15*	B., B. & C. I.
Nil	Nil	15	5	19	75	80	Nil	79	46	2,495	2,495	7·75	
Nil	*Nil*	*6*	*2*	*8*	*52*	*54*	*Nil*	*53*	*27*	*234*	*486*	*5·96*	E. B.
Nil	Nil	6	2	7	61	55	Nil	59	30	247	542	7·09	
1	*1*	*14*	*3*	*15*	*Nil*	*106*	*Nil*	*101*	*65*	*1,411*	*2,586*	*7·61*	G. I. P.
1	1	14	2	15	Nil	102	Nil	98	63	1,183	2,196	7·69	
2	*5*	*50*	*25*	*61*	*111*	*81*	*60*	*75*	*37*	*822*	*1,815*	*5·17*	N. W.
1	5	49	24	65	113	79	64	75	37	822	1,757	5·24	
Nil	*Nil*	*6*	*3*	*7*	*Nil*	*77*	*Nil*	*77*	*41*	*1,366*	*2,539*	*6·28*	S. I.
Nil	Nil	6	2	7	Nil	75	Nil	75	41	1,445	2,716	6·19	
5	*16*	*158*	*60*	..	*100*	*84*	*66*	*83*	*46*	*1,475*	*2,956*		TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
4	16	157	57	..	95	85	69	86	46	1,479	2,888		

* Combined figures for Steam and Electric.

23.—*Statement of Loads of Trains of Class I Railways for years 1933-34 and 1934-35.*

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight exoluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1933-34*	*16*	*419*	*31*	*44*	*70·5*	*25*	*44*	*58·2*	*403*	*920*	*806*
	1934-35	15	416	29	42	69·6	26	44	58·5	405	918	802
Bombay, Baroda and Central India.	*1933-34*	*18*	*401*	*36*	*51*	*70·5*	*26*	*45*	*57·8*	*386*	*932*	*829*
	1934-35	17	402	39	53	73·6	26	44	59·1	410	971	866
Eastern Bengal	*1933-34*	*17*	*379*	*36*	*50*	*71·0*	*25*	*40*	*63·0*	*334*	*871*	*779*
	1934-35	16	365	34	47	72·6	26	41	61·8	321	843	748
East Indian	*1933-34*	*17*	*404*	*35*	*55*	*64·1*	*23*	*35*	*67·2*	*482*	*1,070*	*963*
	1934-35	17	417	35	55	64·5	22	33	66·6	481	1,079	964
Great Indian Peninsula — Steam	*1933-34*	*15*	*388*	*36*	*49*	*73·7*	*24*	*37*	*64·7*	*371*	*901*	*792*
	1934-35	15	393	37	50	74·4	23	36	64·3	376	915	805
Great Indian Peninsula — ** Electric	*1933-34*	*17*	*446*	*43*	*52*	*82·1*	*Nil*	*Nil*	*Nil*	*479*	*1,129*	*990*
	1934-35	18	457	44	53	83·2	Nil	Nil	Nil	471	1,135	996
Madras and Southern Mahratta.	*1933-34*	*13*	*375*	*37*	*52*	*70·2*	*31*	*39*	*78·2*	*345*	*916*	*794*
	1934-35	13	385	37	52	70·8	32	39	81·4	349	923	797
Nizam's State	*1933-34*	*14*	*413*	*30*	*42*	*72·1*	*16*	*38*	*41·3*	*305*	*735*	*609*
	1934-35	14	415	32	46	68·2	31	53	57·9	340	831	695
North Western	*1933-34*	*18*	*407*	*37*	*52*	*70·7*	*24*	*33*	*75·2*	*300*	*787*	*681*
	1934-35	18	409	38	53	73·0	24	33	73·1	317	810	703
South Indian	*1933-34*	*12*	*314*	*29*	*36*	*80·7*	*24*	*31*	*79·3*	*236*	*662*	*558*
	1934-35	12	313	28	35	78·8	22	30	74·9	243	673	570
Average for 5′ 6″ gauge — Steam	*1933-34*	*17*	*397*	*36*	*52*	*68·9*	*25*	*38*	*64·8*	*391*	*933*	*819*
	1934-35	16	389	35	51	69·4	24	38	64·3	391	931	815
Average for 5′ 6″ gauge — ** Electric	*1933-34*	*17*	*446*	*43*	*52*	*82·1*	Nil	Nil	Nil	*479*	*1,129*	*990*
	1934-35	18	457	44	53	83·2	*Nil*	*Nil*	*Nil*	471	1,141	997
3′ 3⅜″ Gauge.												
Assam Bengal	*1933-34*	*31*	*293*	*24*	*41*	*58·5*	*13*	*18*	*72·2*	*125*	*330*	*283*
	1934-35	30	311	27	45	60·3	13	19	68·2	136	345	299
Bengal and North Western.	*1933-34*	*16*	*213*	*37*	*47*	*78·7*	*25*	*34*	*74·6*	*193*	*410*	*362*
	1934-35	16	215	34	46	73·9	24	34	70·6	189	411	359
Bombay, Baroda and Central India.	*1933-34*	*19*	*266*	*34*	*50*	*68·0*	*30*	*43*	*69·8*	*202*	*462*	*400*
	1934-35	19	255	36	51	70·6	31	43	72·1	210	468	411

** Excluding Electric multiple unit suburban trains.

23.—Statement of Loads of Trains of Class I Railways for the years 1933-34 and 1934-35—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN. (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge—concld.			Tons.							Tons.	Tons.	Tons
Burma	*1933-34*	*20*	*249*	*40*	*54*	*74·9*	*13*	*19*	*68·6*	*197*	*447*	*371*
	1934-35	18	229	38	55	69·5	14	21	67·9	208	472	393
Eastern Bengal	*1933-34*	*22*	*279*	*35*	*49*	*71·0*	*21*	*32*	*68·0*	*164*	*465*	*405*
	1934-35	21	276	33	47	71·1	19	31	62·7	173	470	408
Jodhpur	*1933-34*	*20*	*281*	*35*	*53*	*66·0*	*13*	*26*	*50·0*	*134*	*354*	*294*
	1934-35	20	280	36	53	68·0	15	26	57·0	153	386	326
Madras and Southern Mahratta.	*1933-34*	*14*	*220*	*25*	*34*	*74·6*	*16*	*22*	*72.0*	*133*	*365*	*293*
	1934-35	14	217	26	34	75·4	16	23	71·3	133	373	298
Nizam's State	*1933-34*	*11*	*199*	*29*	*38*	*75·9*	*8*	*27*	*29·3*	*200*	*483*	*406*
	1934-35	11	202	28	39	73·0	7	19	34·2	206	503	426
Rohilkund and Kumaon	*1933-34*	*13*	*197*	*22*	*34*	*64·7*	*24*	*37*	*64·8*	*138*	*302*	*249*
	1934-35	12	195	20	30	66·7	14	25	56·0	136	298	245
South Indian	*1933-34*	*15*	*198*	*32*	*43*	*73·7*	*23*	*31*	*73·6*	*152*	*412*	*348*
	1934-35	15	197	33	45	72·8	23	32	71·1	160	432	367
Average for 3′ 3⅜″ gauge.	*1933-34*	*16*	*230*	*33*	*45*	*73·4*	*22*	*31*	*71·8*	*168*	*410*	*367*
	1934-35	16	230	33	46	71·8	22	32	70·1	174	422	357
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1933-34*									*69*	*221*	*169*
	1934-35									67	219	167
Bombay, Baroda and Central India.	*1933-34*									*38*	*115*	*88*
	1934-35									40	118	90
Eastern Bengal	*1933-34*									*10*	*55*	*42*
	1934-35									11	53	40
Great Indian Peninsula	*1933-34*									*27*	*119*	*70*
	1934-35									27	119	72
North Western	*1933-34*									*33*	*139*	*90*
	1934-35									32	140	90
South Indian	*1933-34*									*35*	*127*	*87*
	1934-35									39	133	93
Average for 2′ 6″ and 2′ 0″ gauges.	*1933-34*									*47*	*166*	*117*
	1934-35									46	168	118

24.—*Statement* of vehicles and wagons and their usage on Class I Railways for the years 1933-34 and 1934-35.*

Railway.	Year.	COACHING STOCK: Average authorised stock (in units): Passenger carriages.	Other coaching vehicles.	Average number on line: Passenger Carriages: In units.	In terms of 4-wheelers.	Other Coaching Vehicles: In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers.)	GOODS STOCK: Average authorised stock (in units).	Average number of wagons owned: In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers): Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers): All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" Gauge.																		
Bengal Nagpur	*1933-34*	*843*	*376*	*821*	*1,594*	*248*	*335*	*114*	*22,901*	*23,200*	*24,839*	*23,106*	*20·6*	*17·4*	*13·2*	*14·3*	*27·9*	*265*
	1934-35	843	395	811	1,583	248	335	119	22,876	22,985	24,624	22,061	20·4	18·2	13·3	14·9	32·8	321
Bombay, Baroda and Central India.	*1933-34*	*623*	*315*	*570*	*1,097*	*206*	*237*	*121*	*10,426*	*9,547*	*9,804*	*9,668*	*19·8*	*13·5*	*10·1*	*12·2*	*30·8*	*264*
	1934-35	626	303	566	1,090	192	222	112	10,166	9,216	9,446	9,272	20·7	13·9	10·1	12·3	32·5	290
Eastern Bengal	*1933-34*	*803*	*345*	*811*	*1,563*	*259*	*276*	*103*	*8,392*	*7,849*	*8,003*	*7,287*	*19·2*	*14·3*	*8·10*	*10·1*	*22·7*	*161*
	1934-35	802	346	792	1,532	254	271	120	8,216	7,657	7,811	7,151	20·5	13·5	8·00	9·90	25·0	178
East Indian	*1933-34*	*2,731*	*986*	*2,602*	*4,824*	*670*	*845*	*130*	*50,003*	*47,517*	*47,954*	*46,898*	*20·5*	*13·5*	*8·49*	*14·7*	*33·9*	*323*
	1934-35	2,267	884	2,580	4,807	664	840	130	49,282	48,867	49,304	48,748	20·6	13·9	8·28	14·7	34·5	333
Great Indian Peninsula.	*1933-34*	*1,283*	*866*	*1,242*	*2,496*	*592*	*720*	*150*	*17,330*	*17,523*	*18,728*	*17,420*	*20·1*	*15·4*	*11·9*	*11·7*	*43·8*	*374*
	1934-35	1,222	826	1,165	2,346	574	698	160	17,287	17,190	18,398	17,693	19·6	15·3	11·1	11·6	45·2	386
Madras and Southern Mahratta.	*1933-34*	*649*	*321*	*714*	*1,185*	*227*	*241*	*101*	*5,764*	*5,850*	*5,939*	*6,463*	*20·3*	*12·8*	*7·19*	*10·5*	*36·6*	*281*
	1934-35	637	322	698	1,184	224	238	102	5,775	5,806	5,895	5,619	19·3	13·3	7·00	10·6	42·4	333
Nizam's State	*1933-34*	*120*	*53*	*118*	*200*	*34*	*37*	*158*	*2,107*	*2,148*	*2,148*	*2,013*	*19·3*	*16·5*	*8·12*	*13·1*	*35·0*	*327*
	1934-35	119	54	123	213	35	38	150	2,090	2,168	2,168	2,138	19·8	15·9	6·51	13·1	38·8	352
North Western	*1933-34*	*2,530*	*1,407*	*2,444*	*4,683*	*938*	*1,021*	*111*	*29,880*	*28,483*	*29,451*	*28,453*	*20·4*	*13·7*	*7·90*	*9·90*	*29·5*	*214*
	1934-35	2,474	1,364	2,427	4,662	932	1,013	116	28,507	28,287	29,254	27,931	20·4	13·5	8·09	10·1	31·7	239
South Indian	*1933-34*	*316*	*125*	*302*	*614*	*108*	*117*	*111*	*2,024*	*2,027*	*2,039*	*1,999*	*17·3*	*15·1*	*9·07*	*9·07*	*27·4*	*203*
	1934-35	316	126	312	633	105	114	112	2,299	2,144	2,156	1,949	22·3	15·4	9·33	9·67	31·0	237
Total 5' 6" Gauge and average.	*1933-34*	*9,898*	*4,794*	*9,624*	*18,256*	*3,282*	*3,829*	*121*	*148,227*	*144,144*	*148,905*	*143,307*				*12·5*	*32·5*	*233*
	1934-35	9,306	4,620	9,474	18,050	3,228	3,769	126	146,498	144,320	149,056	142,562				12·7	34·8	308
3' 3⅜" Gauge.																		
Assam Bengal	*1933-34*	*622*	*233*	*621*	*1,190*	*113*	*125*	*84*	*5,293*	*5,235*	*5,706*	*5,402*	*10·4*	*8·03*	*6·04*	*6·69*	*23·7*	*112*
	1934-35	620	239	618	1,188	117	129	83	5,306	5,223	5,702	5,323	10·5	8·55	6·41	6·93	28·6	139
Bengal and North Western.	*1933-34*	*1,332*	*249*	*1,312*	*1,860*	*54*	*55*	*117*	*10,209*	*11,577*	*11,751*	*11,755*	*10·4*	*8·80*	*5·84*	*7·11*	*22·9*	*128*
	1934-35	1,332	249	1,312	1,860	54	55	115	10,282	11,535	11,691	11,769	10·6	9·01	5·12	7·32	25·7	140
Bombay, Baroda & Central India.	*1933-34*	*1,433*	*297*	*1,303*	*2,350*	*138*	*180*	*88*	*8,754*	*8,629*	*10,160*	*10,131*	*9·25*	*9·17*	*6·37*	*6·88*	*34·1*	*167*
	1934-35	1,430	293	1,261	2,275	164	205	70	8,936	8,475	,973	9,953	9·49	9·44	6·13	7·02	3·2	186
Burma	*1933-34*	*1,054*	*411*	*833*	*1,596*	*193*	*224*	*109*	*9,889*	*9,889*	*10,813*	*8,920*	*13·0*	*11·9*	*5·65*	*7·87*	*30·1*	*182*
	1934-35	1,007	428	771	1,591	189	220	110	9,633	9,633	10,548	9,117	12·6	12·1	6·11	8·29	32·3	195

*Does not include electric multiple unit suburban service stock.

24.–Statement§ of vehicles and wagons and their usage on *Class I Railways* for the years 1933-34 and 1934-35 —concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3′ 3⅜″ Gauge—*concld.*																		
Eastern Bengal	*1933-34*	*782*	*319*	*786*	*1,421*	*221*	*231*	*78*	*5,335*	*5,191*	*6,943*	*6,853*	*9·02*	*7·87*	*6·83*	*5·36*	*22·9*	*88*
	1934-35	778	316	752	1,382	218	228	85	5,221	5,032	6,784	6,338	9·27	8·08	7·12	5·83	24·7	103
Jodhpur	*1933-34*	*231*	*88*	*234*	*396*	*26*	*33*	*113*	*2,386*	*2,386*	*2,617*	*2,899*	*10·3*	*8·62*	*2·43*	*5·30*	*27·7*	*108*
	1934-35	243	88	235	399	26	33	115	2,416	2,382	2,606	2,785	9·83	8·56	3·09	5·64	33·0	138
Madras and Southern Mahratta.	*1933-34*	*894*	*227*	*884*	*1,436*	*175*	*185*	*91*	*7,267*	*8,059*	*8,452*	*8,363*	*10·6*	*8·01*	*5·00*	*6·50*	*29·2*	*144*
	1934-35	881	230	891	1,466	177	187	87	7,296	7,879	8,267	8,159	11·3	8·89	4·90	6·40	28·7	141
Nizam's State.	*33-34*	*159*	*41*	*155*	*233*	*16*	*16*	*127*	*1,346*	*1,324*	*1,330*	*1,275*	*9·39*	*10·4*	*5·60*	*7·73*	*29·7*	*177*
	934-35	150	41	155	235	16	16	131	1,346	1,314	1,320	1,274	9·37	9·94	5·90	7·71	33·1	190
Rohilkund & Kumaon.	*1933-34*	*250*	*82*	*230*	*345*	*36*	*36*	*104*	*2,469*	*2,581*	*2,621*	*2,409*	*11·2*	*11·5*	*5·92*	*9·85*	*15·7*	*99*
	1934-35	249	83	229	343	37	38	100	2,475	2,646	2,686	2,393	13·6	11·5	8·67	10·5	16·7	107
South Indian	*1933-34*	*1,285*	*208*	*1,221*	*2,422*	*137*	*215*	*99*	*5,371*	*5,384*	*7,657*	*7,513*	*10·3*	*8·08*	*5·25*	*5·86*	*22·4*	*99*
	1934-35	1,261	191	1,216	2,414	135	214	103	5,220	5,350	7,578	7,417	10·4	8·19	5·22	5·94	23·8	105
Total 3′ 3⅜″ Gauge and Average.	*1933-34*	*8,042*	*2,155*	*7,579*	*13,249*	*1,109*	*1,300*	*97*	*58,319*	*60,255*	*68,050*	*65,320*				*6·76*	*26·5*	*134*
	1934-35	7,951	2,158	7,440	13,153	1,133	1,325	95	58,131	59,469	67,155	64,528				6·97	28·2	147
2′ 6″ & 2′ 0″ Gauges																		
Bengal Nagpur	*1933-34*	*395*	*57*	*383*	*755*	*25*	*49*	*69*	*1,952*	*1,952*	*3,864*	*3,796*				*3·69*	*11·0*	*30*
	1934-35	396	57	384	755	25	49	69	1,952	1,952	3,864	3,781				3·64	11·6	30
Bombay, Baroda and Central India.	*1933-34*	*71*	*1*	*68*	*135*	*1*	*2*	*	*316*	*305*	*506*	*504*				*4·16*	*9·68*	*25*
	1934-35	71	1	70	140	1	2	*	316	304	504	502				4·40	9.08	25
Eastern Bengal	*1933-34*	*63*	*3*	*58*	*64*	*Nil*	*Nil*	*47*	*25*	*25*	*25*	*7*				*1·34*	*16·8*	*20*
	1934-35	63	2	55	61	Nil	Nil	51	25	25	25	7				1·37	16·3	19
Great Indian Peninsula.	*1933-34*	*48*	*3*	*48*	*91*	*2*	*2*	*89*	*201*	*201*	*397*	*397*				*2·99*	*18·0*	*39*
	1934-35	48	3	48	92	2	2	88	201	201	397	397				2·90	18·0	39
North Western	*1933-34*	*334*	*83*	*306*	*577*	*68*	*111*	*32*	*822*	*762*	*1,366*	*1,271*				*3·51*	*17·5*	*41*
	1934-35	308	81	297	570	66	108	33	770	760	1,362	1,267				3·41	17·5	40
South Indian	*1933-34*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*76*	*78*	*78*	*156*	*156*				*2·77*	*11·3*	*25*
	1934-35	34	1	34	68	Nil	Nil	74	78	78	156	156				2·97	12·5	29
Total 2′ 6″ & 2′ 0″ Gauges and average.	*1933-34*	*945*	*148*	*897*	*1,690*	*96*	*164*	*54*	*3,394*	*3,323*	*6,314*	*6,131*				*3·58*	*12·7*	*32*
	1934-35	920	145	888	1,686	94	161	43	3,342	3,320	6,308	6,110				3·52	13·1	32

*Information not available.

§ Does not include electric multiple unit suburban service stock.

25.—*Statement of Density of Traffic on* ***Class I Railways*** *for the years 1933-34 and 1934-35.*

Railway.	Year.	Passenger miles per annum (Including Departmental.)		Net ton miles per annum (Including Departmental.)		Gross ton miles per annum (Including Departmental & weight of engine.)		Train miles per running track mile per day (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1933-34*	*281,371*	*310,569*	*815,369*	*897,844*	*2,713,740*	*2,989,290*	*11·0*
	1934-35	294,794	325,362	939,103	1,034,018	3,029,431	3,336,791	12·2
Bombay, Baroda and Central India.	*1933-34*	*693,453*	*847,175*	*611,158*	*754,609*	*2,431,007*	*2,989,422*	*10·8*
	1934-35	703,958	860,008	643,282	795,267	2,369,154	2,894,338	10·7
Eastern Bengal	*1933-34*	*563,926*	*696,852*	*436,739*	*541,153*	*2,724,823*	*3,376,266*	*15·1*
	1934-35	598,308	738,658	537,768	665,710	3,271,534	4,049,878	18·2
East Indian	*1933-34*	*590,980*	*740,662*	*1,013,139*	*1,263,213*	*3,494,002*	*4,350,413*	*14·1*
	1934-35	612,933	768,164	1,090,548	1,359,781	3,740,884	4,657,989	14·6
Great Indian Peninsula.	*1933-34*	*377,667*	*472,410*	*549,556*	*687,419*	*2,535,569*	*3,171,652*	*13·5*
	1934-35	391,232	489,378	575,991	720,486	2,630,760	3,290,721	13·7
Madras and Southern Mahratta.	*1933-34*	*544,871*	*572,256*	*551,389*	*579,078*	*2,782,744*	*2,922,482*	*14·1*
	1934-35	570,713	599,985	570,321	599,548	2,852,666	2,998,855	14·2
Nizam's State.	*1933-34*	*237,033*	*237,033*	*353,901*	*353,901*	*1,444,276*	*1,444,276*	*7·12*
	1934-35	233,539	233,539	402,195	402,195	1,589,984	1,589,984	7·23
North Western	*1933-34*	*385,808*	*440,132*	*324,096*	*369,731*	*1,633,614*	*1,863,635*	*8·18*
	1934-35	411,218	469,185	353,095	402,869	1,725,298	1,968,503	8·51
South Indian	*1933-34*	*498,689*	*498,689*	*261,004*	*261,004*	*1,913,116*	*1,913,116*	*13·8*
	1934-35	508,662	508,662	285,509	285,509	1,960,419	1,960,419	14·1
Total 5′ 6″ gauge	*1933-34*	*453,155*	*531,911*	*607,388*	*712,948*	*2,481,564*	*2,912,845*	*11·4*
	1934-35	472,237	554,068	659,245	773,481	2,644,086	3,102,261	11·9
3′ 3⅜″ Gauge.								
Assam Bengal	*1933-34*	*205,170*	*205,170*	*180,234*	*180,234*	*833,126*	*833,126*	*7·33*
	1934-35	199,429	199,429	214,566	214,566	904,263	904,263	7·64
Bengal and North Western.	*1933-34*	*459,722*	*461,828*	*249,131*	*250,272*	*563,216*	*565,797*	*10·1*
	1934-35	476,095	478,277	298,675	300,043	671,755	674,833	10·7
Bombay, Baroda and Central India.	*1933-34*	*433,967*	*434,518*	*282,658*	*283,016*	*1,177,787*	*1,179,280*	*9·72*
	1934-35	446,861	447,427	309,080	309,488	1,236,734	1,238,303	9·85
Burma	*1933-34*	*201,224*	*221,473*	*276,150*	*303,939*	*1,062,912*	*1,169,870*	*8·56*
	1934-35	207,814	228,682	298,439	328,408	1,106,869	1,218,018	8·96

25.—Statement of Density of Traffic on ***Class I Railways*** *for the years 1933-34 and 1934-35*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3¾″ GAUGE—*concld.*								
Eastern Bengal .	*1933-34* .	*318,876*	*321,050*	*209,635*	*211,064*	*1,183,273*	*1,198,348*	*9·25*
	1934-35 .	322,306	324,497	229,641	231,203	1,255,511	1,264,048	9·89
Jodhpur . . .	*1933-34* .	*165,948*	*165,948*	*115,272*	*115,272*	*534,260*	*534,260*	*4·57*
	1934-35 .	184,987	184,987	147,521	147,521	616,348	616,348	5·02
Madras and Southern Mahratta.	*1933-34* .	*207,604*	*207,604*	*213,997*	*213,997*	*998,901*	*998,901*	*9·59*
	1934-35 .	211,451	211,569	204,811	204,925	975,637	976,176	9·37
Nizam's State .	*1933-34* .	*242,113*	*248,652*	*125,621*	*129,014*	*621,740*	*638,533*	**6·01*
	1934-35 .	240,924	247,431	133,270	136,870	653,984	671,648	6·13
Rohilkund and Kumaon.	*1933-34* .	*296,185*	*296,787*	*155,678*	*155,995*	*697,916*	*699,355*	*8·28*
	1934-35 .	302,600	303,215	174,795	175,150	748,033	749,553	8·76
South Indian . .	*1933-34* .	*541,363*	*551,986*	*155,482*	*158,342*	*1,132,267*	*1,154,486*	*13·9*
	1934-35 .	543,182	554,015	166,311	169,420	1,196,498	1,220,361	14·5
Total 3′ 3¾″ Gauge .	*1933-34* .	*327,315*	*333,520*	*217,965*	*222,097*	*1,001,299*	*1,020,283*	*9·16*
	1934-35 .	334,755	341,126	238,617	243,158	1,057,945	1,078,079	9·50
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur . .	*1933-34* .	*82,423*	*82,423*	*48,017*	*48,017*	*347,385*	*347,385*	*5·08*
	1934-35 .	87,737	87,737	47,968	47,968	348,982	348,982	5·03
Bombay, Baroda and Central India.	*1933-34* .	*126,524*	*126,524*	*21,855*	*21,855*	*167,118*	*167,118*	*4·90*
	1934-35 .	123,435	123,435	21,449	21,449	162,688	162,688	4·82
Eastern Bengal . .	*1933-34* .	*156,179*	*156,179*	*2,399*	*2,399*	*163,750*	*163,750*	*8·18*
	1934-35 .	164,755	164,755	3,406	3,406	174,842	174,842	8·71
Great Indian Peninsula	*1933-34* .	*50,371*	*50,371*	*27,089*	*27,089*	*230,398*	*230,398*	*5·35*
	1934-35 .	50,644	50,644	26,584	26,584	230,167	230,167	5·39
North Western . .	*1933-34* .	*52,863*	*52,863*	*30,239*	*30,239*	*233,187*	*233,187*	*4·49*
	1934-35 .	50,854	50,854	28,303	28,303	234,416	234,416	4·48
South Indian . .	*1933-34* .	*56,212*	*56,212*	*14,262*	*14,262*	*171,481*	*171,481*	*4·36*
	1934-35 .	48,915	48,915	16,932	16,932	173,938	173,938	4·29
Total 2′ 6″ and 2′ 0″ Gauges.	*1933-34* .	*73,647*	*73,647*	*34,718*	*34,718*	*267,782*	*267,782*	*4·59*
	1934-35 .	75,261	75,261	34,389	34,389	270,402	270,402	4·88
Total Class I Railways	*1933-34* .	*387,769*	*427,821*	*436,876*	*481,999*	*1,831,464*	*2,020,629*	*10·2*
	1934-35 .	402,053	443,593	475,506	524,635	1,950,309	2,151,815	10·7

*Revised figures.

26 (a).—*Statement of Repairs of Rolling Stock of* **Class I Railway**

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1933-34*	*51*	*7·13*	*109*	*15·3*	*108*	*32*	*13·1*	*12·8*
	1934-35	45	6·40	142	20·0	84	32	10·4	10·3
Bombay, Baroda and Central India	*1933-34*	*23*	*6·38*	*46*	*12·4*	*71*	*20*	*12·5*	*9·81*
	1934-35	23	6·28	52	14·3	87	23	15·3	12·1
Eastern Bengal	*1933-34*	*21*	*6·79*	*29*	*9·52*	*103*	*52*	*12·7*	*20·2*
	1934-35	23	7·69	42	14·0	110	46	13·9	18·1
East Indian	*1933-34*	*61*	*3·78*	*178*	*11·0*	*168*	*36*	*6·46*	*5·37*
	1934-35	56	3·51	178	11·2	174	30	6·74	4·52
Great Indian Peninsula — Steam	*1933-34*	*30*	*3·38*	*130*	*15·0*	*81*	*29*	*6·52*	*4·90*
	1934-35	27	3·21	126	15·6	66	23	5·66	4·00
Great Indian Peninsula — Electric*	*1933-34*	*2*	*3·08*	*6*	*9·23*				
	1934-35	3	4·62	6	9·23				
Madras and Southern Mahratta	*1933-34*	*33*	*10·5*	*42*	*14·0*	*58*	*13*	*8·08*	*5·55*
	1934-35	29	9·16	50	16·8	62	15	8·93	6·74
Nizam's State	*1933-34*	*7*	*7·78*	*16*	*17·8*	*11*	*3*	*9·32*	*8·82*
	1934-35	8	9·30	15	17·4	11	3	8·94	8·57
North Western	*1933-34*	*39*	*3·06*	*116*	*9·09*	*236*	*86*	*9·66*	*9·17*
	1934-35	49	3·91	126	9·98	272	99	11·2	10·6
South Indian	*1933-34*	*9*	*5·84*	*27*	*17·3*	*27*	*5*	*8·94*	*4·63*
	1934-35	9	6·18	22	14·6	28	8	8·97	7·62
Total 5′ 6″ gauge — Steam	*1933-34*	*274*	*4·79*	*693*	*12·1*	*863*	*276*	*8·97*	*8·41*
	1934-35	269	4·81	707	12·6	894	277	9·44	8·58
Total 5′ 6″ gauge — Electric*	*1933-34*	*2*	*3·08*	*6*	*9·23*				
	1934-35	3	4·62	6	9·23				
3′ 3⅜″ Gauge.									
Assam-Bengal	*1933-34*	*10*	*4·93*	*33*	*16·3*	*85*	*21*	*13·7*	*7·96*
	1934-35	6	2·94	25	12·3	66	18	10·7	7·69
Bengal and North-Western	*1933-34*	*14*	*3·65*	*13*	*3·39*	*82*	*1*	*6·25*	*1·85*
	1934-35	10	2·64	12	3·17	99	1	7·55	1·85
Bombay, Baroda and Central India	*1933-34*	*23*	*4·92*	*36*	*7·93*	*79*	*6*	*6·06*	*4·35*
	1934-35	21	4·46	41	8·89	77	9	6·11	5·49
Burma	*1933-34*	*18*	*4·37*	*24*	*5·88*	*30*	*2*	*3·61*	*1·01*
	1934-35	19	4·79	27	6·98	32	2	4·13	0·98

* Excluding Electric multiple unit suburban trains.

for the years 1933-34 and 1934-35.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
32	*21*	*3·84*	*4·36*	*313*	*1·35*	*4,333*	*18·9*	*3*	*3·71*	*309*	*14·8*	Bengal-Nagpur.
44	21	5·44	6·16	558	2·53	1,532	6·94	2	3·34	245	10·5	
2	*1*	*0·37*	*0·40*	*212*	*2·19*	*85*	*0·88*	*2*	*3·15*	*71*	*7·48*	Bombay, Baroda and Central India.
2	1	0·32	0·52	234	2·52	177	2·55	1	2·11	62	6·52	
2	*1*	*0·30*	*0·21*	*74*	*1·01*	*149*	*2·04*	*4*	*6·56*	*54*	*8·69*	Eastern Bengal.
3	1	0·42	0·56	62	0·87	194	2·71	3	4·76	61	7·70	
42	*9*	*1·61*	*1·34*	*275*	*0·59*	*5,966*	*12·7*	*27*	*11·5*	*540*	*10·5*	East Indian.
56	14	2·17	2·11	322	0·66	6,570	13·5	12	4·98	640	11·6	
40	*17*	*3·18*	*2·89*	*188*	*1·08*	*756*	*4·34*	*8*	*5·32*	*224*	*9·19*	Great Indian Peninsula. — Steam.
46	19	3·98	3·33	174	0·98	686	3·88	7	4·57	160	6·27	Great Indian Peninsula. — *Electric.
5	*1*	*0·75*	*0·45*	*121*	*1·88*	*385*	*5·97*	*7*	*15·9*	*66*	*8·45*	Madras and Southern Mahratta.
4	1	0·61	0·42	94	1·67	116	2·06	4	8·96	62	7·82	
1	*Nil*	*0 85*	*Nil*	*59*	*2·93*	*17*	*0·84*	*3*	*21·3*	*19*	*8·17*	Nizam's State.
2	Nil	1·63	Nil	42	1·96	60	2·81	2	14·6	15	5·59	
86	*25*	*3·51*	*2·68*	*715*	*2·51*	*1,375*	*4·85*	*14*	*6·98*	*326*	*11·9*	North Western.
71	21	2·93	2·24	412	1·48	1,922	6·88	6	2·99	216	7·44	
9	*1*	*3·06*	*1·07*	*50*	*2·50*	*22*	*1·10*	*1*	*1·65*	*12*	*6·35*	South Indian.
11	1	3·40	0·86	77	3·95	35	1·80	1	1·28	7	3·08	
219	*76*	*2·28*	*2·32*	*2,007*	*1·40*	*13,088*	*9·13*	*69*		*1,621*		Total 5′ 6″ Gauge. — Steam.
239	79	2·52	2·45	1,975	1·39	11,292	7·92	38		1,468		Total 5′ 6″ Gauge. — *Electric.
												3′ 3⅜″ Gauge.
3	..	*0·41*	*(a) 0·35*	*94*	*1·74*	*40*	*0·74*	*13*	*37·0*	*25*	*6·00*	Assam-Bengal.
2	..	0·25	(a)0·15	84	1·58	28	0·53	5	14·0	35	7·00	
2	..	*0·16*	*(a)0·13*	*115*	*0·98*	*108*	*0·92*	*2*	*2·21*	*15*	*1·56*	Bengal and North-Western.
3	Nil	0·23	Nil	148	1·26	88	0·75	3	3·61	15	1·33	
13	*1*	*1·00*	*0·67*	*89*	*0·88*	*86*	*0·85*	*12*	*15·7*	*96*	*8·79*	Bombay, Baroda and Central India.
13	1	0·99	0·45	57	0·58	159	1·59	23	30·5	160	8·60	
20	*3*	*2·37*	*1·33*	*33*	*0·37*	*148*	*1·66*	*2*	*3·52*	*33*	*3·48*	Burma.
19	3	2·48	1·34	43	0·47	177	1·94	3	5·10	39	3·85	

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

26 (a).—*Statement of Repairs of Rolling Stock of* **Class I Railway**

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3′ 3½″ Gauge—*concld.*									
Eastern Bengal	*1933-34*	*9*	*3·89*	*26*	*11·5*	*66*	*17*	*8·41*	*7·59*
	1934-35	9	4·06	38	17·5	72	17	9·63	7·65
Jodhpur	*1933-34*	*3*	*2·80*	*5*	*4·67*	*20*	*2*	*8·55*	*7·70*
	1934-35	3	2·80	6	5·61	21	3	8·94	11·5
Madras and Southern Mahratta	*1933-34*	*16*	*4·53*	*36*	*9·96*	*63*	*10*	*7·14*	*5·56*
	1934-35	19	5·24	37	10·3	72	10	8·11	5·58
Nizam's State	*1933-34*	*4*	*4·88*	*15*	*18·3*	*16*	*1*	*10·3*	*6·25*
	1934-35	5	6·02	18	21·7	14	1	9·03	6·25
Rohilkund and Kumaon	*1933-34*	*3*	*3·35*	*4*	*5·43*	*19*	*6*	*8·23*	*16·7*
	1934-35	3	3·53	2	2·92	14	3	6·07	8·46
South Indian — Steam	*1933-34*	*20*	*5·01*	*76*	*18·7*	*100*	*8*	*8·19*	*5·84*
	1934-35	21	5·16	59	14·9	89	7	7·32	5·19
South Indian — Electric*	*1933-34*	*Nil*	*Nil*	..	*(a)2·00*				
	1934-35	Nil	Nil	Nil	Nil				
Total 3′ 3½″ Gauge — Steam	*1933-34*	*120*	*4·41*	*268*	*9·85*	*560*	*74*	*7·39*	*6·67*
	1934-35	116	4·30	265	9·83	556	71	7·47	6·27
Total 3′ 3½″ Gauge — Electric*	*1933-34*	*Nil*	*Nil*	..	*(a)2·00*				
	1934-35	Nil	Nil	Nil	Nil				
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1933-34*	*11*	*9·41*	*15*	*12·7*	*19*	*2*	*4·92*	*6·07*
	1934-35	8	6·75	16	14·4	24	2	6·29	6·56
Bombay, Baroda and Central India	*1933-34*	*1*	*2·30*	*3*	*13·2*	*1*	*Nil*	*1·36*	*Nil*
	1934-35	2	6·41	4	15·1	1	1	1·08	8·33
Eastern Bengal	*1933-34*	..	*(a)2·21*	*2*	*17·2*	*2*	*Nil*	*3·91*	*Nil*
	1934-35	1	7·31	2	21·7	4	Nil	8·00	Nil
Great Indian Peninsula	*1933-34*	*1*	*4·55*	*3*	*13·6*	*Nil*	*Nil*	*Nil*	*Nil*
	1934-35	1	4·55	4	18·2	2	Nil	4·17	Nil
North Western	*1933-34*	*2*	*2·63*	*12*	*11·8*	*11*	*2*	*3·59*	*2·94*
	1934-35	4	4·22	10	9·84	22	7	7·41	10·6
South Indian	*1933-34*	..	*(a)3·00*	*2*	*14·8*	*Nil*	*Nil*	*Nil*	*Nil*
	1934-35	..	(a)3·00	1	9·82	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1933-34*	*15*	*5·26*	*37*	*13·0*	*33*	*4*	*3·68*	*4·17*
	1934-35	16	5·65	37	13·1	53	10	5·97	10·6
Total Class I Railways — Steam	*1933-34*	*409*	*4·69*	*998*	*11·4*	*1,456*	*354*	*8·04*	*7·89*
	1934-35	401	4·68	1,009	11·8	1,503	358	8·44	8·04
Total Class I Railways — Electric*	*1933-34*	*2*	*3·08*	*6*	*9·23*				
	1934-35	3	4·62	6	9·23				

* Excluding electric multiple unit suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

for the years 1933-34 and 1934-35—concld.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3⅜″ Gauge.—*concld.*
10	*1*	*1·28*	*0·53*	*85*	*1·24*	*121*	*1·76*	*2*	*4·51*	*6*	*1·20*	Eastern Bengal.
10	2	1·30	0·99	71	1·11	181	2·85	4	9·39	6	1·08	
1	..	*0·48*	*(a) 0·35*	*63*	*2·33*	*7*	*0·26*	*1*	*6·61*	*6*	*2·48*	Jodhpur.
1	Nil	0·51	Nil	53	1·90	9	0·32	2	10·7	7	2·21	
9	*1*	*1·05*	*0·60*	*44*	*0·53*	*128*	*1·53*	*17*	*37·0*	*151*	*18·2*	Madras and Southern Mahratta.
9	2	1·00	0·90	44	0·53	115	1·41	12	25·5	106	13·5	
1	*Nil*	*0·65*	*Nil*	*64*	*5·02*	*3*	*0·24*	*1*	*6·41*	*5*	*4·17*	Nizam's State.
2	Nil	1·29	Nil	33	2·59	13	1·02	2	14·9	5	3·17	
Nil	*Nil*	*Nil*	*Nil*	*33*	*1·38*	*23*	*0·96*	*2*	*11·3*	*6*	*4·29*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	37	1·53	22	0·92	3	22·8	8	5·46	
†21	*3*	*1·69*	*2·50*	*102*	*1·36*	*220*	*2·92*	*1*	*1·24*	*15*	*2·37*	South Indian. Steam
19	3	1·55	2·01	109	1·47	183	2·46	1	0·90	14	2·09	*Electric
†80	*9*	*1·04*	*0·81*	*722*	*1·11*	*884*	*1·35*	*53*		*358*		Total 3′ 3⅜″ Gauge. Steam
78	11	1·05	0·97	679	1·05	975	1·51	58		395		*Electric
												2′ 6″ and 2′ 0″ Gauges.
11	*3*	*2·76*	*4·96*	*24*	*0·64*	*137*	*3·62*	*3*	*19·5*	*3*	*2·18*	Bengal-Nagpur.
16	3	4·07	8·39	23	0·61	195	5 15	1	5·21	3	2·16	
4	*1*	*6·05*	*33·3*	*1*	*0·18*	*14*	*2·86*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
3	1	3·46	41·7	1	0·22	9	1·88	Nil	Nil	Nil	Nil	
Nil	*Nil*	*Nil*	*Nil*	..	*(a) 0·61*	..	*(a)0·61*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
..	Nil	*(a)* 0·04	Nil	..	*(a)* 1·65	..	*(a)*0·90	Nil	Nil	Nil	Nil	
3	*Nil*	*6·63*	*Nil*	*Nil*	*Nil*	*7*	*1.77*	*Nil*	*Nil*	..	*(a)0·32*	Great Indian Peninsula.
2	Nil	3·92	Nil	Nil	Nil	10	2·52	Nil	Nil	*Nil*	*Nil*	
11	*2*	*3·66*	*3·29*	*14*	*1.10*	*61*	*4·80*	*1*	*9·73*	*9*	*11·4*	North Western.
5	1	1·74	2·18	4	0·32	41	3·24	..	*(a)*1·07	4	4·63	
1	*Nil*	*3·79*	*Nil*	*Nil*	*Nil*	*3*	*1·92*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
1	Nil	4·35	Nil	Nil	Nil	3	1·92	Nil	Nil	Nil	Nil	
30	*6*	*3·34*	*6·25*	*39*	*0·64*	*222*	*3·62*	*4*		*12*		Total 2′ 6″ and 2′ 0″ Gauges.
27	5	3·04	5·32	28	0·46	258	4·22	1		7		
†329	*91*	*1·81*	*2·03*	*2,768*	*1·29*	*14,194*	*6·61*	*126*		*1,991*		Total Class I Railways. Steam
344	95	1·93	2·13	2,682	1·26	12,525	5·87	97		1,870		* Electric

† Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal Nagpur	1·93	1·03	2·96
Bombay, Baroda & Central India	2·25	1·38	3·63
Eastern Bengal	1·62	0·82	2·44
East Indian	1·49	1·32	2·81
Great Indian Peninsula	1·72	1·15	2·87
Madras and Southern Mahratta	2·61	1·24	3·85
Nizam's State	2·27	1·14	3·41
North Western	1·36	1·54	2·90
South Indian	1·74	1·27	3·01
Averages			3·04
3′ 3⅜″ Gauge.			
Assam Bengal	1·80	1·63	3·43
Bengal and North Western	1·28	1·34	2·62
Bombay, Baroda & Central India	3·37	1·80	5·17
Burma	1·33	1·33	2·66
Eastern Bengal	1·85	0·98	2·83
Jodhpur	1·64	1·79	3·43
Madras and Southern Mahratta	1·89	1·20	3·09
Nizam's State	2·33	1·93	4·26
Rohilkund and Kumaon	1·25	1·57	2·82
South Indian	2·10	1·67	3·77
Averages			3·36

*Cost per equated engine mile = cost per engine mile $\times \frac{20{,}000}{\text{Average Tractive Effort per engine}}$.

Class I Railways for the year 1934-35.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ Gauge.
702·2	141·2	843·4	97·4	58·9	156·3	Bengal Nagpur.
897·6	131·2	1028·8	91·3	42·1	133·4	Bombay, Baroda & Central India.
518·5	68·9	587·4	68·1	9·21	77·3	Eastern Bengal.
534·5	100·3	634·8	52·1	40·0	92·1	East Indian.
696·6	129·1	825·7	52·8	54·6	107·4	Great Indian Peninsula.
518·2	84·9	603·1	85·9	33·8	119·7	Madras and Southern Mahratta.
629·4	46·5	675·9	85·4	24·0	109·4	Nizam's State.
490·4	71·1	561·5	66·0	38·2	104·2	North-Western.
288·5	43·0	331·5	67·7	14·2	81·9	South Indian.
		660·9			109·6	Averages.
						3′ 3⅜″ Gauge.
302·0	20·5	322·5	49·5	10·6	60·1	Assam Bengal.
183·7	64·0	247·7	18·7	12·0	30·7	Bengal and North Western.
393·2	85·4	478·6	41·0	19·4	60·4	Bombay, Baroda & Central India.
151·0	27·9	178·9	54·2	13·9	68·1	Burma.
365·6	57·8	423·4	37·2	11·6	48·8	Eastern Bengal.
381·7	13·4	395·1	42·1	†—9·66	32·4	Jodhpur.
290·3	32·7	323·0	30·0	10·8	40·8	Madras and Southern Mahratta.
471·8	33·7	505·5	79·4	17·4	96·8	Nizam's State.
210·9	46·9	257·8	20·9	6·48	27·4	Rohilkund and Kumaon.
178·9	30·2	209·1	18·6	5·89	24·5	South Indian.
		311·8			47·0	Averages.

†Includes certain adjustments.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1933-34*	*Nil*	*631,741*	*Nil*	*Nil*	*631,741*	*Nil*	*105,735*
	1934-35	Nil	711,312	Nil	Nil	711,312	Nil	112,399
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*274,228*	*3,471*	*Nil*	*275,616*	*Nil*	*19,708*
	1934-35	Nil	273,972	3,148	Nil	275,231	Nil	20,176
Eastern Bengal	*1933-34*	*Nil*	*233,733*	*Nil*	*Nil*	*233,733*	*Nil*	*46,297*
	1934-35	Nil	293,534	Nil	Nil	293,534	Nil	59,518
East Indian	*1933-34*	*Nil*	*1,247,086*	*273*	*Nil*	*1,247,195*	*Nil*	*171,156*
	1934-35	Nil	1,323,705	345	Nil	1,323,843	Nil	168,648
Great Indian Peninsula	*1933-34*	*Nil*	*725,700*	*92*	*12,521*	*748,502*	*Nil*	*100,405*
	1934-35	Nil	800,058	98	6,580	812,061	Nil	100,769
Madras and Southern Mahratta	*1933-34*	*Nil*	*259,819*	*10*	*17*	*259,854*	*Nil*	*13,901*
	1934-35	Nil	265,049	10	18	265,086	Nil	14,539
Nizam's State	*1933-34*	*Nil*	*81,900*	*245*	*Nil*	*81,998*	*Nil*	*5,299*
	1934-35	Nil	90,991	241	Nil	91,087	Nil	3,514
North Western	*1933-34*	*Nil*	*806,296*	*Nil*	*32,494*	*865,376*	*Nil*	*106,755*
	1934-35	Nil	859,134	Nil	34,201	921,319	54	102,528
South Indian	*1933-34*	*Nil*	*90,977*	*142*	*2*	*91,037*	*Nil*	*1,670*
	1934-35	Nil	93,834	180	..	93,906	Nil	1,446
Total 5′ 6″ Gauge	*1933-34*	*Nil*	*4,351,480*	*4,233*	*45,034*	*4,435,052*	*Nil*	*570,926*
	1934-35	Nil	4,711,589	4,022	40,799	4,787,379	54	583,537
3′ 3½″ Gauge.								
Assam Bengal	*1933-34*	*Nil*	*89,775*	*Nil*	*Nil*	*89,775*	*Nil*	*15,256*
	1934-35	Nil	100,325	Nil	Nil	100,325	Nil	15,800
Bengal and North Western	*1933-34*	*Nil*	*182,711*	*Nil*	*Nil*	*182,711*	*Nil*	*52,787*
	1934-35	Nil	194,680	Nil	Nil	194,680	Nil	54,923
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*207,674*	*3,007*	*Nil*	*208,876*	*Nil*	*16,355*
	1934-35	Nil	222,197	3,091	Nil	223,433	Nil	16,546
Burma	*1933-34*	*Nil*	*177,399*	*11,666*	*Nil*	*182,065*	*Nil*	*7,800*
	1934-35	Nil	186,588	10,012	Nil	190,593	Nil	9,223

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1933-34 and 1934-35.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED. (TONS.)					Railway.
Wood.	Oil fuel.	* Total (in terms of coal)	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5′ 6″ GAUGE.
Nil	*Nil*	*105,735*	*Nil*	*737,476*	*Nil*	*Nil*	*737,476*	Bengal Nagpur.
Nil	Nil	112,399	Nil	823,711	Nil	Nil	823,711	
1,942	*Nil*	*20,485*	*Nil*	*293,936*	*5,413*	*Nil*	*296,101*	Bombay, Baroda and Central India.
1,342	Nil	20,713	Nil	294,148	4,490	Nil	295,944	
Nil	*Nil*	*46,297*	*Nil*	*280,030*	*Nil*	*Nil*	*280,030*	Eastern Bengal.
Nil	Nil	59,518	Nil	353,052	Nil	Nil	353,052	
770	*731*	*172,794*	*Nil*	*1,418,242*	*1,043*	*731*	*1,419,989*	East Indian.
858	872	170,577	Nil	1,492,353	1,203	872	1,494,420	
Nil	*1,786*	*103,653*	*Nil*	*826,105*	*92*	*14,307*	*852,155*	Great Indian Peninsula.
Nil	1,690	103,842	Nil	900,827	98	8,270	915,903	
Nil	*662*	*15,103*	*Nil*	*273,720*	*10*	*679*	*274,957*	Madras and Southern Mahratta.
21	624	15,680	Nil	279,588	31	642	280,766	
18	*Nil*	*5,306*	*Nil*	*87,199*	*263*	*Nil*	*87,304*	Nizam's State.
19	Nil	3,522	Nil	94,505	260	Nil	94,609	
5	*4,779*	*115,448*	*Nil*	*913,051*	*5*	*37,273*	*980,824*	North Western.
Nil	5,038	111,755	54	961,662	Nil	39,239	1,033,074	
Nil	*16*	*1,700*	*Nil*	*92,647*	*142*	*18*	*92,737*	South Indian.
Nil	Nil	1,446	Nil	95,280	180	..	95,352	
2,735	*7,974*	*586,521*	*Nil*	*4,922,406*	*6,968*	*53,008*	*5,021,573*	Total 5′ 6″ Gauge.
2,240	8,224	599,452	54	5,295,126	6,262	49,023	5,386,831	
								3′ 3⅜″ GAUGE.
Nil	*96*	*15,431*	*Nil*	*105,031*	*Nil*	*96*	*105,206*	Assam Bengal.
Nil	176	16,120	Nil	116,125	Nil	176	116,445	
Nil	*Nil*	*52,787*	*Nil*	*235,498*	*Nil*	*Nil*	*235,498*	Bengal and North Western.
Nil	Nil	54,923	Nil	249,603	Nil	Nil	249,603	
155	*Nil*	*16,417*	*Nil*	*224,029*	*3,162*	*Nil*	*225,293*	Bombay, Baroda and Central India.
169	Nil	16,614	Nil	238,743	3,260	Nil	240,047	
10,673	*Nil*	*12,069*	*Nil*	*185,199*	*22,339*	*Nil*	*194,134*	Burma.
6,161	Nil	11,688	Nil	195,811	16,173	Nil	202,281	

1 ton of coal.
1 ton of coal.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1933-34*	*Nil*	*107,489*	*Nil*	*Nil*	*107,489*	*Nil*	*22,701*
	1934-35	Nil	120,514	Nil	Nil	120,514	Nil	27,108
Jodhpur	*1933-34*	*Nil*	*40,460*	*215*	*Nil*	*40,546*	*Nil*	*3,235*
	1934-35	Nil	43,988	233	Nil	44,081	Nil	3,458
Madras and Southern Mahratta	*1933-34*	*Nil*	*182,087*	*Nil*	*10*	*182,105*	*Nil*	*10,883*
	1934-35	Nil	173,512	Nil	10	173,530	Nil	11,266
Nizam's State	*1933-34*	*Nil*	*51,254*	*143*	*Nil*	*51,311*	*Nil*	*2,251*
	1934-35	Nil	53,745	127	Nil	53,796	Nil	2,149
Rohilkund and Kumaon	*1933-34*	*Nil*	*34,309*	*Nil*	*Nil*	*34,309*	*Nil*	*6,664*
	1934-35	Nil	36,574	Nil	Nil	36,574	Nil	7,120
South Indian	*1933-34*	*Nil*	*162,720*	*267*	*1*	*162,829*	*Nil*	*23,536*
	1934-35	Nil	160,460	366	..	160,607	Nil	22,450
Total 3′ 3⅜″ Gauge	*1933-34*	*Nil*	*1,235,878*	*15,298*	*11*	*1,242,016*	*Nil*	*161,468*
	1934-35	Nil	1,292,583	13,829	10	1,298,133	Nil	170,043
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1933-34*	*Nil*	*57,739*	*Nil*	*Nil*	*57,739*	*Nil*	*8,783*
	1934-35	Nil	58,054	Nil	Nil	58,054	Nil	8,913
Bombay, Baroda and Central India.	*1933-34*	*Nil*	*7,238*	*166*	*Nil*	*7,304*	*Nil*	*138*
	1934-35	Nil	7,364	130	Nil	7,416	Nil	183
Eastern Bengal	*1933-34*	*Nil*	*1,480*	*Nil*	*Nil*	*1,480*	*Nil*	*166*
	1934-35	Nil	1,576	Nil	Nil	1,576	Nil	158
Great Indian Peninsula	*1933-34*	*Nil*	*12,876*	*Nil*	*Nil*	*12,876*	*Nil*	*883*
	1934-35	Nil	12,642	Nil	Nil	12,642	Nil	777
North-Western	*1933-34*	*Nil*	*36,007*	*Nil*	*Nil*	*36,007*	*Nil*	*3,923*
	1934-35	Nil	36,066	Nil	Nil	36,066	Nil	3,976
South Indian	*1933-34*	*Nil*	*2,199*	*9*	..	*2,203*	*Nil*	*3*
	1934-35	Nil	2,117	5	..	2,119	Nil	14
Total 2′ 6″ & 2′ 0″ Gauges	*1933-34*	*Nil*	*117,539*	*175*	*Nil*	*117,609*	*Nil*	*13,896*
	1934-35	Nil	117,819	135	Nil	117,873	Nil	14,021
Total Class I Railways	*1933-34*	*Nil*	*5,704,897*	*19,706*	*45,045*	*5,794,677*	Nil	*746,290*
	1934-35	Nil	6,121,991	17,986	40,809	6,203,385	54	767,601

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1933-34 and 1934-35—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3⅜″ GAUGE—*concld.*
Nil	*Nil*	*22,701*	*Nil*	*130,190*	*Nil*	*Nil*	*130,190*	Eastern Bengal.
Nil	Nil	27,108	Nil	147,622	Nil	Nil	147,622	
Nil	*Nil*	*3,235*	*Nil*	*43,695*	*215*	*Nil*	*43,781*	Jodhpur.
Nil	Nil	3,458	Nil	47,446	233	Nil	47,539	
Nil	*621*	*12,012*	*Nil*	*192,970*	*Nil*	*631*	*194,117*	Madras and Southern Mahratta.
Nil	707	12,551	Nil	184,778	Nil	717	186,081	
15	*Nil*	*2,257*	*Nil*	*53,505*	*158*	*Nil*	*53,568*	Nizam's State.
15	Nil	2,155	Nil	55,894	142	Nil	55,951	
Nil	*Nil*	*6,664*	*Nil*	*40,973*	*Nil*	*Nil*	*40,973*	Rohilkund and Kumaon.
Nil	Nil	7,120	Nil	43,694	Nil	Nil	43,694	
Nil	*748*	*24,896*	*Nil*	*186,256*	*267*	*749*	*187,725*	South Indian.
Nil	818	23,937	Nil	182,910	366	818	184,544	
10,843	*1,465*	*168,469*	*Nil*	*1,397,346*	*26,141*	*1,476*	*1,410,485*	Total 3′ 3⅜″ Gauge.
6,345	1,701	175,674	Nil	1,462,626	20,174	1,711	1,473,807	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*8,783*	*Nil*	*66,522*	*Nil*	*Nil*	*66,522*	Bengal Nagpur.
Nil	Nil	8,913	Nil	66,967	Nil	Nil	66,967	
Nil	*Nil*	*138*	*Nil*	*7,376*	*166*	*Nil*	*7,442*	Bombay, Baroda and Central India.
Nil	Nil	183	Nil	7,547	130	Nil	7,599	
Nil	*Nil*	*166*	*Nil*	*1,646*	*Nil*	*Nil*	*1,646*	Eastern Bengal.
Nil	Nil	158	Nil	1,734	Nil	Nil	1,734	
Nil	*25*	*928*	*Nil*	*13,759*	*Nil*	*25*	*13,804*	Great Indian Peninsula.
Nil	15	804	Nil	13,419	Nil	15	13,446	
Nil	*Nil*	*3,923*	*Nil*	*39,930*	*Nil*	*Nil*	*39,930*	North Western.
Nil	Nil	3,976	Nil	40,042	Nil	Nil	40,042	
Nil	*Nil*	*3*	*Nil*	*2,202*	*9*	..	*2,206*	South Indian.
Nil	Nil	14	Nil	2,131	5	..	2,133	
Nil	*25*	*13,941*	*Nil*	*131,435*	*175*	*25*	*131,550*	Total 2′ 6″ & 2′ 0″ Gauges.
Nil	15	14,048	Nil	131,840	135	15	131,921	
13,578	*9,464*	*768,931*	*Nil*	*6,451,187*	*33,284*	*54,509*	*6,563,608*	TOTAL CLASS I RAILWAYS.
8,585	9,940	789,174	54	6,889,592	26,571	50,749	6,992,559	

1 ton of coal.
1 ton of coal.

II (*a*). *Statement of Coal consumed on* ***Class I Railways*** *during the years 1933-34 and 1934-35* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5′ 6″ Gauge.									
Bengal-Nagpur	*1933-34*	*Nil*	*3·16*	*Nil*	*Nil*	*Nil*	*5·68*	*Nil*	*Nil*
	1934-35	Nil	2·89	Nil	Nil	Nil	5·41	Nil	Nil
Bombay, Baroda and Central India	*1933-34*	*Nil*	*4·45*	*4·00*	*Nil*	*Nil*	*15·1*	*4·94*	*Nil*
	1934-35	Nil	3·82	4·03	Nil	Nil	14·0	6·06	Nil
Eastern Bengal	*1933-34*	*Nil*	*3·06*	*Nil*	*Nil*	*Nil*	*7·88*	*Nil*	*Nil*
	1934-35	Nil	2·41	Nil	Nil	Nil	6·45	Nil	Nil
East Indian	*1933-34*	*Nil*	*3·72*	*11·8*	*99·8*	*Nil*	*7·05*	*12·0*	*100·8*
	1934-35	Nil	3·24	11·4	102·8	Nil	6·55	11·5	103·8
Great Indian Peninsula	*1933-34*	*Nil*	*4·49*	*4·75*	*41·4*	*Nil*	*11·1*	*5·40*	*42·7*
	1934-35	Nil	3·96	5·30	42·1	Nil	10·2	5·92	43·7
Madras and Southern Mahratta	*1933-34*	*Nil*	*4·93*	*Nil*	*51·6*	*Nil*	*13·9*	*Nil*	*53·4*
	1934-35	Nil	4·97	Nil	44·5	Nil	12·8	Nil	46·1
Nizam's State	*1933-34*	*Nil*	*5·64*	*6·00*	*Nil*	*Nil*	*7·01*	*7·03*	*Nil*
	1934-35	Nil	4·47	6·00	Nil	Nil	5·87	7·02	Nil
North Western	*1933-34*	*Nil*	*3·72*	*2·25*	*34·0*	*Nil*	*16·7*	*2·25*	*40·9*
	1934-35	20·0	3·37	Nil	34·0	20·0	17·2	Nil	39·6
South Indian	*1933-34*	*Nil*	*4·24*	*5·08*	*65·4* (*b*)	*Nil*	*17·7*	*5·08*	*69·4*
	1934-35	Nil	3·68	4·01	212·7	Nil	17·4	4·01	(*b*) 212·7
3′ 3⅜″ Gauge.									
Assam Bengal	*1933-34*	*Nil*	*6·12*	*Nil*	*70·0*	*Nil*	*13·0*	*Nil*	*78·8*
	1934-35	Nil	3·79	Nil	38·5	Nil	11·6	Nil	41·6
Bengal and North Western	*1933-34*	*Nil*	*3·74*	*Nil*	*Nil*	*Nil*	*10·4*	*Nil*	*Nil*
	1934-35	Nil	3·36	Nil	Nil	Nil	9·94	Nil	Nil
Bombay, Baroda and Central India	*1933-34*	*Nil*	*4·19*	*4·40*	*Nil*	*Nil*	*15·4*	*4·94*	*Nil*
	1934-35	Nil	4·34	4·40	Nil	Nil	14·9	4·94	Nil
Burma	*1933-34*	*Nil*	*3·41*	*3·50*	*Nil*	*Nil*	*16·9*	*5·18*	*Nil*
	1934-35	Nil	3·42	3·25	Nil	Nil	16·3	4·81	Nil

(*b*) This rate represents the rate of kerosene oil.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1933-34 and 1934-35 —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3' 3⅜" Gauge—*concld.*									
Eastern Bengal	*1933-34*	*Nil*	*3·06*	*Nil*	*Nil*	*Nil*	*9·60*	*Nil*	*Nil*
	1934-35	Nil	2·41	Nil	Nil	Nil	8·72	Nil	Nil
Jodhpur	*1933-34*	*Nil*	*3·35*	*5·00*	*Nil*	*Nil*	*16·1*	*5·00*	*Nil*
	1934-35	Nil	3·10	5·00	Nil	Nil	15·8	5·00	Nil
Madras and Southern Mahratta	*1933-34*	*Nil*	*6·79*	*Nil*	*51·8*	*Nil*	*14·9*	*Nil*	*53·8*
	1934-35	Nil	7·85	Nil	44·7	Nil	14·5	Nil	46·6
Nizam's State	*1933-34*	*Nil*	*5·64*	*6·00*	*Nil*	*Nil*	*9·30*	*7·03*	*Nil*
	1934-35	Nil	4·47	6·00	Nil	Nil	8·23	7·02	Nil
Rohilkund and Kumaon	*1933-34*	*Nil*	*3·89*	*Nil*	*Nil*	*Nil*	*12·6*	*Nil*	*Nil*
	1934-35	Nil	3·50	Nil	Nil	Nil	12·3	Nil	Nil
South Indian	*1933-34*	*Nil*	*4·24*	*5·08*	*56·8*	*Nil*	*17·4*	*5·08*	*59·4*
	1934-35	Nil	3·68	4·01	47·2	Nil	17·0	4·01	48·1
2' 6" and 2' 0" Gauges.									
Bengal Nagpur	*1933-34*	*Nil*	*4·65*	*Nil*	*Nil*	*Nil*	*6·46*	*Nil*	*Nil*
	1934-35	Nil	4·03	Nil	Nil	Nil	5·78	Nil	Nil
Bombay, Baroda and Central India	*1933-34*	*Nil*	*4·45*	*4·00*	*Nil*	*Nil*	*17·1*	*4.14*	*Nil*
	1934-35	Nil	3·76	3·61	Nil	Nil	16·0	3·61	Nil
Eastern Bengal	*1933-34*	*Nil*	*3·06*	*Nil*	*Nil*	*Nil*	*7·89*	*Nil*	*Nil*
	1934-35	Nil	2·41	Nil	Nil	Nil	7·20	Nil	Nil
Great Indian Peninsula	*1933-34*	*Nil*	*4·28*	*Nil*	*41·0*	*Nil*	*9·87*	*Nil*	*45·1*
	1934-35	Nil	4·15	Nil	42·3	Nil	9·32	Nil	46·4
North Western	*1933-34*	*Nil*	*3·72*	*2·25*	*Nil*	*Nil*	*17·5*	2·25	*Nil*
	1934-35	Nil	3·37	Nil	Nil	Nil	18·8	Nil	Nil
South Indian	*1933-34*	*Nil*	*4·24*	*5·08*	*(b)138·1*	*Nil*	*16·2*	*5·08*	*(b)138·1*
	1934-35	Nil	3·68	4·01	(b)212·7	Nil	15·6	4·01	(b)212·7

(*b*) This rate represents the rate of Kerosene oil.

27 (b).—*Statement of Coal‡ Consumption on Class I Railways for the years 1933-34 and 1934-35.*

Railway.	Year.	*Passenger and Total Mixed.*	*Passenger and proportion of Mixed.*	*Goods.*	*Goods and proportion of Mixed.*	*Shunting including siding all services.*		*Departmental.*	† Total tons used on all Locomotive services.	*Fuel consumed for other than Locomotive purposes.*			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13.)
1	2	3	4	5	6	7	8	9	10	11	12	12	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1933-34*	*200,673*	*189·8*	*338,004*	*147·9*	*69,475*	*57·9*	*19,503*	*631,741*	*30,896*	*31,427*	*43,412*	*105,735*
	1934-35	212,087	191·0	397,624	151·7	76,883	60·2	20,269	711,312	34,112	32,904	45,383	112,399
Bombay, Baroda and Central India.	*1933-34*	*137,280*	*176·3*	*98,450*	*112·4*	*32,464*	*70·3*	*7,422*	*275,616*	*8,483*	*3,780*	*8,222*	*20,485*
	1934-35	136,461	179·1	100,935	112·0	30,588	71·3	7,247	275,231	9,731	4,207	6,775	20,713
Eastern Bengal	*1933-34*	*132,777*	*174·5*	*54,434*	*113·9*	*25,766*	*46·1*	*13,244*	*233,733*	*4,064*	*12,249*	*29,984*	*46,297*
	1934-35	168,267	193·4	64,767	122·8	27,822	50·2	22,595	293,534	4,911	14,122	40,485	59,518
East Indian	*1933-34*	*478,672*	*159·0*	*586,657*	*106·5*	*133,306*	*56·2*	*45,905*	*1,247,195*	*49,414*	*57,022*	*66,358*	*172,794*
	1934-35	494,766	158·5	633,057	106·3	144,975	56·8	49,013	1,323,843	46,753	59,010	64,814	170,577
Great Indian Peninsula	*1933-34*	*301,904*	*165·4*	*353,372*	*160·5*	*68,818*	*77·4*	*21,222*	*748,502*	*27,086*	*55,289*	*21,278*	*103,653*
	1934-35	318,389	170·1	390,085	166·5	77,662	81·9	22,567	812,061	29,806	56,238	17,798	103,842
Madras and Southern Maharatta.	*1933-34*	*131,760*	*181·7*	*93,483*	*126·3*	*21,628*	*71·9*	*9,104*	*259,854*	*4,067*	*1,203*	*9,833*	*15,103*
	1934-35	135,907	179·6	93,030	125·3	22,228	73·5	9,354	265,086	4,953	1,135	9,592	15,680
Nizam's State	*1933-34*	*42,970*	*175·2*	*28,679*	*161·2*	*5,687*	**71·4*	*4,662*	*81,998*	*2,301*	*Nil*	*3,005*	*5,306*
	1934-35	43,507	190·5	37,204	156·4	5,968	72·4	4,408	91,087	2,740	*Nil*	782	3,522
North Western	*1933-34*	*430,915*	*154·9*	*276,102*	*123·9*	*120,387*	*78·8*	*31,730*	*865,376*	*22,131*	*17,942*	*75,375*	*115,448*
	1934-35	453,996	156·8	312,938	129·9	116,250	84·4	32,013	921,319	20,276	15,033	76,446	111,755
South Indian	*1933-34*	*61,525*	*161·0*	*21,031*	*120·2*	*5,128*	*49·5*	*3,353*	*91,037*	*1,152*	*29*	*519*	*1,700*
	1934-35	60,460	153·5	25,074	120·1	5,049	45·5	3,323	93,906	600	*Nil*	846	1,446
Total 5′ 6″ Gauge	*1933-34*	*1,918,476*	*165·9*	*1,850,212*	*126·3*	*482,659*	*64·2*	*156,145*	*4,435,052*	*149,594*	*178,941*	*257,986*	*586,521*
	1934-35	2,023,840	168·5	2,054,714	129·0	507,425	66·3	170,789	4,787,379	153,882	182,649	262,921	599,452
3′ 3⅜″ GAUGE.													
Assam Bengal	*1933-34*	*65,772*	*159·3*	*6,955*	*148·3*	*10,957*	*41·7*	*4,891*	*89,775*	*2,812*	*6,754*	*5,865*	*15,431*
	1934-35	69,716	161·2	11,038	151·2	13,143	43·6	5,084	100,325	3,046	5,709	7,365	16,120
Bengal and North Western	*1933-34*	*104,795*	*171·8*	*52,038*	*130·4*	*12,907*	*22·5*	*10,075*	*182,711*	*9,286*	*5,179*	*38,322*	*52,787*
	1934-35	102,235	167·2	62,324	133·8	13,810	22·2	13,356	194,680	9,035	5,362	40,526	54,923
Bombay, Baroda and Central India.	*1933-34*	*115,868*	*189·0*	*67,203*	*133·4*	*19,125*	*40·2*	*6,061*	*208,876*	*6,514*	*5,923*	*3,980*	*16,417*
	1934-35	123,116	189·1	74,477	139·4	19,377	39·1	5,945	223,433	6,035	6,351	4,228	16,614
Burma	*1933-34*	*96,554*	*174·1*	*58,705*	*138·0*	*18,683*	*33·4*	*8,123*	*182,065*	*6,233*	*Nil*	*5,836*	*12,069*
	1934-35	97,729	183·4	65,472	134·3	19,468	33·3	7,924	190,593	6,255	Nil	5,433	11,688

* Revised figure.

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (*b*).—*Statement of Coal* Consumption on Class I Railways for the years 1933-34 and 1934-35*—concld.

Railway.	Year.	*Passenger and Total Mixed.* Total tons consumed.	*Passenger and proportion of Mixed.* Lbs. consumed per 1,000 gross ton miles.	*Goods.* Total tons consumed.	*Goods. and proportion of Mixed.* Lbs. consumed per 1,000 gross ton miles.	*Shunting including siding all services.* Total tons consumed.	Lbs. per engine mile.	*Departmental.* Total tons consumed.	† Total tons used on all Locomotive services.	*Fuel consumed for other than Locomotive purposes.* Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3′ 3⅜″ Gauge—*concld.*													
Eastern Bengal	*1933-34*	*54,575*	*174·4*	*31,093*	*136·4*	*12,406*	*42·3*	*2,233*	*107,489*	*3,459*	*Nil*	*19,242*	*22,701*
	1934-35	58,526	174·9	34,399	140·7	14,083	43·7	3,330	120,514	3,915	Nil	23,193	27,108
Jodhpur	*1933-34*	*27,311*	*156·5*	*8,504*	*149·9*	*2,847*	*24·9*	*1,672*	*40,546*	*1,409*	*Nil*	*1,826*	*3,235*
	1934-35	26,060	143·7	12,597	139·1	2,456	24·4	1,669	44,081	1,458	Nil	2,000	3,458
Madras and Southern Mahratta.	*1933-34*	*88,468*	*177·3*	*73,141*	*176·1*	*13,777*	*38·1*	*5,041*	*182,105*	*4,059*	*1,129*	*6,824*	*12,012*
	1934-35	83,563	172·1	70,164	171·9	12,814	36·9	4,891	173,530	3,951	1,285	7,315	12,551
Nizam's State	*1933-34*	*29,906*	*299·2*	*14,366*	*189·4*	*3,514*	*75·8*	*3,471*	*51,311*	*1,243*	*Nil*	*1,014*	*2,257*
	1934-35	30,796	305·4	16,496	187·4	3,775	86·6	2,716	53,796	1,352	Nil	803	2,155
Rohilkund and Kumaon	*1933-34*	*25,300*	*191·2*	*4,147*	*148·3*	*2,958*	*24·5*	*1,904*	*34,309*	*2,357*	*1,747*	*2,560*	*6,664*
	1934-35	25,214	189·6	5,176	152·9	2,915	22·1	3,269	36,574	2,487	1,892	2,741	7,120
South Indian	*1933-34*	*115,823*	*181·9*	*32,949*	*122·7*	*7,557*	*36·8*	*6,500*	*162,829*	*4,196*	*15,250*	*5,450*	*24,896*
	1934-35	113,377	174·0	33,012	112·5	6,976	34·2	7,242	160,607	3,100	15,517	5,320	23,937
Total 3′ 3⅜″ Gauge	*1933-34*	*724,372*	*180·6*	*349,101*	*143·2*	*104,731*	*34·8*	*49,971*	*1,242,016*	*41,568*	*35,982*	*90,919*	*168,469*
	1934-35	730,332	179·1	385,155	142·4	108,817	34·7	55,426	1,298,133	40,634	36,116	98,924	175,674
2′ 6″ and 2′ 0″ Gauges.													
Bengal-Nagpur	*1933-34*	*36,104*	*368·6*	*13,980*	*333·8*	*5,566*		*1,688*	*57,739*	*5,920*	*249*	*2,614*	*8,783*
	1934-35	36,893	362·4	13,295	330·3	5,854		1,564	58,054	5,958	200	2,755	8,913
Bombay, Baroda and Central India.	*1933-34*	*5,752*	*510·1*	*37*	*401·9*	*Nil*		*Nil*	*7,304*	*47*	*Nil*	*91*	*138*
	1934-35	7,208	490·0	96	401·6	Nil		Nil	7,416	93	Nil	90	183
Eastern Bengal	*1933-34*	*1,424*	*524·0*	*Nil*	*619·4*	*Nil*		*1*	*1,480*	*Nil*	*Nil*	*166*	*166*
	1934-35	1,514	528·0	Nil	619·8	Nil		9	1,576	Nil	Nil	158	158
Great Indian Peninsula	*1933-34*	*11,905*	*497·2*	*1*	*497·7*	*589*		*381*	*12,876*	*918*	*Nil*	*10*	*928*
	1934-35	11,564	478·5	Nil	498·5	578		476	12,642	798	Nil	6	804
North-Western	*1933-34*	*18,399*	*410·0*	*12,956*	*502·0*	*3,231*		*1,260*	*36,007*	*1,261*	*Nil*	*2,662*	*3,923*
	1934-35	20,264	453·4	11,658	469·7	2,739		1,095	36,066	1,169	Nil	2,807	3,976
South Indian	*1933-34*	*2,200*	*287·5*	*Nil*	*231·2*	*Nil*		*3*	*2,203*	*Nil*	*Nil*	*3*	*3*
	1934-35	2,099	273·9	Nil	214·4	Nil		20	2,119	9	Nil	5	14
Total 2′ 6″ & 2′ 0″ Gauges	*1933-34*	*75,784*	*399·5*	*26,974*	*404·3*	*9,386*	Not published.	*3,333*	*117,609*	*8,146*	*249*	*5,546*	*13,941*
	1934 35	9,542	403·2	25,049	390·6	9,171		3,164	117,873	8,027	200	5,821	14,048
Total Class I Railways	*1933-34*	*2,718,632*	*171·5*	*2,226,287*	*131·1*	*596,776*		*209,449*	*5,794,677*	*199,308*	*215,172*	*354,451*	*768,93*
	1934-35	2,833,714	173·1	2,461,918	132·9	625,413		229,379	6,203,385	202,543	218,965	367,666	789,174

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal.
† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

28.—*Statement of Efficiency of* **Class 1 Railways** *for the years 1933-34 and 1934-35.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1933-34*	*442*	*189*	*1,782*	*4,232*	*10,029*
	1934-35	466	189	1,830	4,314	9,912
Bombay, Baroda and Central India	*1933-34*	*636*	*241*	*2,061*	*5,152*	*10,457*
	1934-35	654	247	2,191	5,359	10,965
Eastern Bengal	*1933-34*	*361*	*152*	*1,069*	*3,355*	*8,179*
	1934-35	389	145	1,024	3,798	8,212
East Indian	*1933-34*	*759*	*247*	*2,333*	*5,351*	*11,230*
	1934-35	756	240	2,292	5,347	10,960
Great Indian Peninsula	*1933-34*	*701*	*244*	*2,071*	*5,105*	*10,688*
	1934-35	705	249	2,113	5,239	10,899
Madras and Southern Mahratta	*1933-34*	*696*	*223*	*1,679*	*4,600*	*9,106*
	1934-35	702	222	1,722	4,686	9,289
Nizam's State	*1933-34*	*674*	*170*	*1,586*	*4,103*	*7,613*
	1934-35	709	199	1,798	4,613	8,697
North Western	*1933-34*	*727*	*234*	*1,663*	*4,578*	*8,145*
	1934-35	698	230	1,708	4,586	8,236
South Indian	*1933-34*	*353*	*126*	*921*	*2,761*	*6,772*
	1934-35	358	127	961	2,855	6,758
Average for 5′ 6″ gauge	*1933-34*	*637*	*224*	*1,927*	*4,764*	*9,937*
	1934-35	641	222	1,946	4,840	9,949
3′ 3⅜″ Gauge.						
Assam Bengal	*1933-34*	*415*	*144*	*685*	*1,940*	*3,370*
	1934-35	425	150	732	1,967	3,612
Bengal and North Western	*1933-34*	*329*	*146*	*802*	*1,813*	*4,023*
	1934-35	341	141	754	1,852	3,882
Bombay, Baroda and Central India	*1933-34*	*692*	*232*	*1,124*	*2,644*	*4,942*
	1934-35	703	238	1,193	2,724	5,143
Burma	*1933-34*	*720*	*197*	*1,163*	*2,901*	*4,749*
	1934-35	730	208	1,223	3,018	4,636
Eastern Bengal	*1933-34*	*544*	*218*	*829*	*2,481*	*4,541*
	1934-35	487	201	831	2,399	4,482
Jodhpur	*1933-34*	*629*	*196*	*700*	*1,948*	*3,765*
	1934-35	672	187	729	1,896	3,935
Madras and Southern Mahratta	*1933-34*	*623*	*167*	*802*	*2,265*	*3,248*
	1934-35	630	168	804	2,303	3,367
Nizam's State	*1933-34*	*734*	*162*	*961*	*2,524*	*4,253*
	1934-35	810	186	1,064	2,771	4,368
Rohilkund and Kumaon	*1933-34*	*294*	*107*	*672*	*1,575*	*3,028*
	1934-35	291	102	651	1,612	2,907
South Indian	*1933-34*	*599*	*160*	*693*	*2,012*	*3,891*
	1934-35	588	166	720	2,104	4,196
Average for 3′ 3⅜″ gauge	*1933-34*	*531*	*177*	*877*	*2,256*	*4,296*
	1934-35	533	177	891	2,290	4,181
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1933-34*	*324*	*124*	*329*	*1,159*	*1,750*
	1934-35	329	124	320	1,137	1,708
Bombay, Baroda and Central India	*1933-34*	*306*	*81*	*205*	*667*	*952*
	1934-35	243	95	247	635	929
Eastern Bengal	*1933-34*	*961*	*40*	*32*	*181*	*402*
	1934-35	902	32	29	186	390
Great Indian Peninsula	*1933-34*	*434*	*99*	*214*	*1,044*	*955*
	1934-35	456	101	218	1,062	994
North Western	*1933-34*	*459*	*84*	*195*	*876*	*821*
	1934-35	456	84	188	870	814
South Indian	*1933-34*	*339*	*110*	*240*	*862*	*1,130*
	1934-35	647	108	248	868	1,204

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1934-35 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	4,973,2	5,474,2	1,29,26,7	1,187,7	1,263,3	41,70,8	6,160,9	6,737,5	1,70,97,5	3	5	9,0
Bombay, Baroda and Central India.	7	744,0	35,56,7	..	21,5	2,31,3	7	765,5	37,88,0	25,1	25,2	4,65,3
Eastern Bengal	4,9	1,140,9	26,20,7	..	141,6	5,99,3	4,9	1,282,5	32,20,0	10,1	10,1	21,0
East Indian	8,067,5	8,829,1	3,82,62,2	2,185,5	2,552,9	1,62,75,9	10,253,0	11,382,0	5,45,38,1	1,8	11,1	2,39,6
Great Indian Peninsula	706,8	1,486,3	55,68,6	69,2	353,0	15,80,3	776,0	1,839,3	71,48,9	34,8	35,6	5,26,7
Madras and Southern Mahratta.	63,4	187,6	8,18,2	*Nil*	191,5	12,67,0	63,4	379,1	20,85,2	11,1	11,6	2,31,6
Nizam's State	311,1	335,7	15,98,1	268,6	268,6	7,70,0	579,7	604,3	23,68,1	2	1,2	17,7
North Western	75,5	1,114,3	31,46,2	1,0	1,0	5	76,5	1,115,3	31,46,7	35,6	36,0	8,06,2
South Indian	12,4	17,0	2,35,9	*Nil*	*Nil*	1	12,4	17,0	2,36,0	4	9	33,4
Total	14,215,5	19,329,1		3,712,0	4,793,4		17,927,5	24,122,5		119,4	132,2	
3′ 3½″ Gauge.												
Assam Bengal	29,2	113,8	3,45,3	1,1	7,6	20,2	30,3	121,4	3,65,5	2,5	10,8	98,4
Bengal and North Western.	7,1	413,1	12,77,4	1	6	9	7,2	413,7	12,78,3	2	2	1,9
Bombay, Baroda and Central India.	6	258,5	*	..	73,5	*	6	332,0	*	5	8,8	*
Burma	44,7	44,7	5,08,5	*Nil*	*Nil*	*Nil*	44,7	44,7	5,08,5	15,7	15,7	2,50,2
Eastern Bengal	8	249,8	*	..	119,6	*	8	369,4	*	1	4	*
Jodhpur	5	19,3	53,5	..	..	..	5	19,3	53,5	..	3,5	50,5
Madras and Southern Mahratta.	23,2	52,3	*	13,6	55,8	*	36,8	108,1	*	4,3	8,6	*
Nizam's State	*Nil*	25,2	*	*Nil*	33,6	*	*Nil*	58,8	*	1	6	*
Rohilkund and Kumaon	4	28,8	23,7	..	..	..	4	28,8	23,7	1	2	1,0
South Indian	81,3	81,7	*	1	1	*	81,4	81,8	*	2,6	2,6	*
Total	187,8	1,287,2		14,9	290,8		202,7	1,578,0		26,1	51,4	
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	43,2	72,2	*	9	1,1	*	44,1	73,3	*	..	1	*
Bombay, Baroda and Central India.	..	6,8	*	..	..	*	..	6,8	*	..	2	*
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	15,4	*	..	..	*	..	15,4	*	7	7	*
North Western	58,9	72,4	*	*Nil*	*Nil*	*Nil*	58,9	72,4	*	1	4	*
South Indian	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total	102,1	166,8		9	1,1		103,0	167,9		8	1,4	
Total, 1934-35	14,505,4	20,783,1	7,09,41,7	3,727,8	5,085,3	2,49,16,3	18,233,2	25,868,4	9,58,58,0	146,3	185,0	27,52,5
Total 1933-34	13,265,9	19,064,4	6,53,80,2	3,383,7	4,709,8	2,28,03,5	16,649,6	23,774,2	8,81,83,7	182,0	235,5	36,89,5
Increase	1,239,5	1,718,7	55,61,5	344,1	375,5	21,12,8	1,583,6	2,094,2	76,74,3	..	..	..
Decrease	..	..	..	..	..	..	..	..	..	35,7	50,5	9,37,0

*Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. (In hundreds.)

Fuel—*contd.*			II.—Heavy Merchandise.						
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
179,0	186,2	5,56,6	81,5	87,5	5,21,0	399,9	416,9	42,28,4	Bengal Nagpur.
110,8	153,1	5,50,5	6,9	7,8	43,8	66,0	80,4	13,22,0	Bombay, Baroda and Central India.
7,3	37,5	38,6	50,9	78,7	3,93,8	258,0	277,0	19,01,5	Eastern Bengal.
100,0	119,7	2,59,4	91,3	96,8	3,22,7	386,7	467,9	39,41,9	East Indian.
143,8	149,6	2,96,9	4,3	6,2	52,3	136,2	267,5	23,04,7	Great Indian Peninsula.
54,4	69,6	4,63,1	30,6	36,4	2,70,7	229,3	276,0	46,61,7	Madras and Southern Mahratta.
60,8	60,8	2,09,4	1,5	1,6	15,1	58,1	73,1	8,19,2	Nizam's State.
440,0	442,1	12,62,3	23,3	23,6	1,30,6	208,4	245,3	28,99,1	North Western.
30,3	35,4	3,94,5	43,0	128,2	16,49,3	77,7	145,5	22,37,6	South Indian.
1,126,4	1,254,0		333,3	466,8		1,820,3	2,249,6		Total.
									3′ 3⅜″ Gauge.
1,2	1,3	3,0	50,5	53,2	2,72,0	282,5	296,0	20,06,8	Assam Bengal.
101,8	102,3	1,70,6	33,9	46,5	2,12,7	146,7	404,6	19,82,3	Bengal and North Western.
60,2	72,2	*	1	1,0	*	1,4	68,4	*	Bombay, Baroda and Central India.
70,1	70,1	2,40,7	341,6	341,6	16,84,7	996,1	996,1	77,39,1	Burma.
1,9	2,0	*	40,3	41,5	*	67,6	218,3	*	Eastern Bengal.
13,5	14,9	23,4	2,1	2,2	11,2	14,5	21,6	1,52,3	Jodhpur.
77,8	77,9	*	33,6	40,5	*	103,0	211,7	*	Madras and Southern Mahratta.
8,0	8,0	*	1,4	1,5	*	12,7	28,5	*	Nizam's State.
184,0	184,0	3,67,2	10,1	10,1	52,1	5,8	8,1	34,2	Rohilkund and Kumaon.
63,8	66,7	*	194,5	202,0	*	237,9	259,9	*	South Indian.
582,3	599,4		708,1	740,1		1,868,2	2,513,2		Total.
									2′ 6″ and 2′ 0″ Gauges.
26,5	26,6	*	7,5	8,7	*	28,8	43,0	*	Bengal-Nagpur.
26,3	27,1	*	7	7	*	1,2	7,2	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	1	9,4	*	Great Indian Peninsula.
8	7,7	*	3	6	*	26,9	31,9	*	North Western.
5,0	5,1	*	6	8	*	1	6,6	*	South Indian.
58,6	66,5		9,1	10,8		57,1	98,1		Total.
1,767,3	1,919,9	48,36,2	1,050,5	1,217,7	56,32,0	3,745,6	4,860,9	3,62,30,8	Total, 1934-35
1,633,0	1,801,1	46,41,9	968,6	1,131,5	48,54,8	3,388,1	4,379,8	3,40,53,3	Total, 1933-34.
134,3	118,8	1,94,3	81,9	86,2	7,77,2	357,5	481,1	21,77,5	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy mer

Railway	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	74,7	109,9	13,09,4	38,2	51,7	7,34,0	3	4	3,2
Bombay, Baroda and Central India	49,9	119,8	28,43,1	31,2	108,9	24,08,4	19,6	50,7	11,77,5
Eastern Bengal	26,1	34,7	4,17,6	..	..	..	..	..	..
East Indian	221,1	377,5	36,03,1	145,0	321,5	30,88,4	17,6	23,0	1,39,5
Great Indian Peninsula	255,0	423,6	52,19,3	206,0	239,1	24,69,7	107,7	121,9	11,43,5
Madras and Southern Mahratta	42,3	172,1	20,07,1	6,9	15,7	5,09,6	9,7	12,6	4,09,6
Nizam's State	24,0	170,7	12,87,9	1,2	2 1,3	3,21,2	11,4	18,9	2,33,6
North Western	450,5	525,2	48,71,9	946,6	1,018,8	1,01,82,4	41,7	53,5	5,57,1
South Indian	35,0	62,1	14,26,6	3,8	6,7	97,5	4,9	7,7	80,6
Total	1,178,6	1,995,6		1,378,9	1,783,7		212,9	288,7	
3′ 3⅜″ Gauge.									
Assam Bengal	4,7	16,0	1,12,8	1,4	4,9	28,0	..	..	‡
Bengal and North Western	84,3	104,8	6,23,8	56,1	66,3	4,69,7	‡	‡	‡
Bombay, Baroda and Central Indi	129,1	179,5	*	55,5	146,6	*	29,1	50,6	*
Burma	58,0	58,0	6,84,6	9,8	9,8	1,22,0	3,3	3,3	51,0
Eastern Bengal	15,0	49,3	*	..	..	..	..	..	..
Jodhpur	2,6	59,0	4,88,5	65,7	87,8	4,57,6	3,4	4,7	29,7
Madras and Southern Mahratta	21,4	108,5	*	15,0	34,9	*	15,9	52,6	*
Nizam's State	25,3	71,3	*	8,3	19,5	*	14,7	15,2	*
Rohilkund and Kumaon	12,9	22,3	86,9	19,3	22,7	89,7	7,7	8,2	18,7
South Indian	150,5	158,5	*	6,2	7,3	*	4,8	5,0	*
Total	503,8	827,2		237,3	399,8		78,9	139,6	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	23,1	28,6	*	18,7	21,8	*	2	2	*
Bombay, Baroda and Central India	2,7	4,4	*	9	3,1	*	5	2,5	*
Eastern Bengal	..	..	*	..	..	..	..	..	..
Great Indian Peninsula	2,7	4,3	*	1	2,4	*	4	7	*
North Western	10,4	16,0	*	19,7	27,9	*	5,0	5,2	*
South Indian	2,8	5,4	*	1	1	*	1,6	1,6	*
Total	41,7	58,7		39,5	55,3		7,7	10,2	
Total, 1934-35	1,724,1	2,881,5	2,49,82,6	1,655,7	2,238,8	2,09,78,2	299,5	438,5	38,44,1
Total, 1933-34	1,567,1	2,341,3	2,02,07,8	1,652,0	2,166,4	1,84,67,4	348,9	527,8	44,17,1
Increase	157,0	540,2	47,74,8	3,7	72,4	25,10,8	..	..	..
Decrease	..	..	..	..	..	..	49,4	89,3	5,73,0

* Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

Railways and the earnings therefrom for the year 1934-35 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
5,6	7,7	77,8	65,0	69,1	2,01,3	85,0	117,7	14,13,2	Bengal Nagpur.
9,3	37,7	9,11,6	270,9	288,3	17,46,9	178,1	200,7	41,99,5	Bombay, Baroda and Central India.
10,8	17,1	1,80,8	2,2	25,8	57,7	69,5	74,9	7,94,9	Eastern Bengal.
95,0	118,9	8,78,8	491,6	591,6	12,47,4	167,3	265,6	19,99,0	East Indian.
20,0	28,3	2,48,0	202,3	311,9	12,64,4	101,6	238,8	29,25,2	Great Indian Peninsula.
25,9	32,0	4,11,2	45,5	48,6	4,99,9	44,2	51,3	9,38,8	Madras and Southern Mahratta.
2,1	4,4	51,8	90,9	91,3	3,77,6	1,5	38,3	4,83,3	Nizam's State.
92,9	114,3	7,65,5	615,4	638,0	12,67,3	165,5	190,9	17,95,6	North Western.
7,5	12,1	1,62,6	6,7	8,5	3,67,0	7,8	43,7	10,72,3	South Indian.
269,1	372,5		1,790,5	2,073,1		820,5	1,221,9		Total.
									3′ 3⅜″ GAUGE.
9	1,0	3,7	96,8	97,1	3,15,1	32,1	35,2	2,42,5	Assam Bengal.
115,9	130,2	7,31,5	5,8	10,8	46,3	9,1	148,3	9,78,9	Bengal and North Western.
35,1	54,3	*	164,3	253,9	*	234,9	291,8	*	Bombay, Baroda and Central India.
11,5	11,5	1,31,6	246,0	246,0	4,70,4	35,0	35,0	4,86,9	Burma.
7,6	21,7	*	2,2	6,1	*	2,6	58,0	*	Eastern Bengal.
2,1	25,9	2,02,0	119,9	123,3	3,62,8	28,5	29,2	1,32,3	Jodhpur.
14,5	26,3	*	44,7	52,4	*	10,5	68,0	*	Madras and Southern Mahratta.
1,2	2,7	*	2	10,1	*	1	20,2	*	Nizam's State.
9,2	9,8	30,6	8,9	9,6	17,6	4	27,2	1,68,7	Rohilkund and Kumaon.
11,9	15,9	*	149,0	149,7	*	125,1	126,2	*	South Indian.
209,9	299,3		837,8	959,0		478,3	839,1		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
1,4	1,9	*	2,3	3,7	*	1,5	23,2	*	Bengal Nagpur.
9	1,8	*	1,1	5,4	*	..	2,7	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	2	*	5,7	7,3	*	1	3,9	*	Great Indian Peninsula.
3,1	3,9	*	2,5	5,0	*	3,0	5,8	*	North Western.
2,5	2,8	*	*N*	3	*	*Nil*	3,3	*	South Indian.
7,9	10,6		11,6	21,7		4,6	38,9		Total.
486,9	682,4	47,87,5	2,639,9	3,053,8	82,41,7	1,303,4	2,099,9	1,76,31,1	Total, 1934-35.
478,1	664,5	45,15,8	2,292,0	2,667,7	73,10,0	1,404,0	2,279,9	1,88,76,0	Total, 1933-34.
8,8	17,9	2,71,7	347,9	386,1	9,31,7	..	..	..	Increase.
..	..	..	..	..	..	100,6	180,0	12,44,9	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* **Class I**

II.—Heavy mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	6,1	34,1	4,34,0	86,4	98,9	5,93,6	2,625,1	2,697,4	71,64,0
Bombay, Baroda and Central India	12,7	33,6	15,75,5	87,2	196,8	12,09,7	1	15,9	90,5
Eastern Bengal	7,5	14,1	2,62,5	24,3	42,3	3,07,7	..	..	..
East Indian	133,3	277,0	26,69,2	164,4	240,5	11,38,2	2	2,4	13,9
Great Indian Peninsula	71,1	142,7	24,44,8	116,3	153,7	8,50,0	2,6	46,3	3,57,0
Madras and Southern Mahratta	14,0	27,6	5,26,5	12,5	48,8	7,60,4	*Nil*	9,1	6,45,2
Nizam's State	5	7,6	1,56,9	27,9	31,2	3,27,8	*Nil*	*Nil*	*Nil*
North Western	97,2	231,9	35,73,9	191,5	246,4	9,86,7	3	6,2	91,2
South Indian	5,6	11,8	2,92,3	61,0	65,6	8,00,1	6,2	6,2	14,7
Total	348,0	780,4		771,5	1,124,2		2,634,5	2,783,5	
3′ 3⅜″ Gauge.									
Assam Bengal	2,3	8,6	57,8	9,3	10,3	52,1	..	..	..
Bengal and North-Western	286,0	287,6	28,31,1	75,4	82,2	4,38,8	†	†	†
Bombay, Baroda and Central India	15,8	115,3	*	4,6	112,1	*	6	8	*
Burma	11,6	11,6	2,01,9	176,4	176,4	8,56,7	108,9	108,9	11,37,1
Eastern Bengal	4,4	28,7	*	29,7	37,2	*	..	..	..
Jodhpur	4	13,3	1,08,8	1,0	6,9	38,9	..	..	..
Madras and Southern Mahratta	12,5	27,0	*	38,0	62,7	*	155,0	155,0	*
Nizam's State	6	7,0	*	1,9	8,8	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	89,0	89,9	5,46,9	109,5	109,7	4,32,2	..	..	
South Indian	23,8	25,4	*	39,5	48,1	*	*Nil*	*Nil*	*Nil*
Total	446,4	614,4		485,3	654,4		264,5	264,7	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	5	6,4	*	32,3	33,0	*	66,3	66,3	
Bombay, Baroda and Central India	8	2,2	*	53,3	57,1	*	15,5	15,5	*
Eastern Bengal	..	..	*	..	..	*	..	..	
Great Indian Peninsula	2	3,4	*	1,8	2,9	*	..	..	*
North Western	1	7,4	*	1,3	2,7	*	5,8	5,8	*
South Indian	*Nil*	1	*	3	5	*	*Nil*	*Nil*	*Nil*
Total	1,6	19,5		89,0	96,2		87,6	87,6	
Total, 1934-35	796,0	1,414,3	1,56,82,1	1,345,8	1,874,8	87,92,9	2,986,6	3,135,8	95,13,6
Total, 1933-34	844,9	1,461,6	1,66,73,8	1,225,4	1,700,5	79,21,5	2,235,2	2,365,9	64,22,0
Increase	..	..	..	120,4	174,3	8,71,4	751,4	769,9	30,91,6
Decrease	48,9	47,3	9,91,7	..	..	..		..	..

* Shown under

‡ In these totals consignments passing over two or more

† Not recorded

Railways and the earnings therefrom for the year 1934-35 (In hundreds)—contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
66,7	86,3	9,82,8	8	6,8	2,20,6	5,0	5,0	2,00,4	Bengal Nagpur.
91,4	174,9	27,34,1	106,5	224,7	69,46,4	10,1	10,2	4,00,8	Bombay, Baroda and Central India.
7,4	22,3	3,40,7	3	1,2	14,4	9,8	43,2	7,66,7	Eastern Bengal.
212,1	381,9	38,25,2	13,7	42,3	9,34,2	*Nil*	3,2	1,50,2	East Indian.
272,6	499,4	60,03,0	156,7	267,4	89,09,5	27,4	27,6	8,48,9	Great Indian Peninsula.
153,9	337,7	66,38,2	25,6	38,4	15,85,8	20,6	20,6	8,46,6	Madras and Southern Mahratta.
82,9	122,3	15,31,4	2,1	10,7	7,77,9	*Nil*	5,9	1,56,8	Nizam's State.
380,0	424,9	40,63,5	277,4	317,7	1,16,56,6	29,0	29,1	19,16,1	North Western.
22,5	64,5	18,01,3	21,1	23,2	5,12,5	3,4	5,1	3,80,5	South Indian.
1,289,5	2,114,2		604,2	932,4		105,3	149,9		Total.
									3′ 3⅜″ GAUGE.
14,5	15,5	98,8	5	5	3,3	51,9	52,0	7,71,7	Assam Bengal.
130,4	137,3	7,97,4	†	†	†	1,3	8,2	1,97,9	Bengal and North Western.
85,4	212,4	*	71,0	132,1	*	5	2,2	*	Bombay, Baroda and Central India.
35,0	35,0	3,57,5	5,6	5,6	1,06,4	2,0	2,0	71,3	Burma.
36,3	47,4	*	3	3	*	..	39,4	*	Eastern Bengal.
62,8	68,2	6,04,8	35,3	42,7	4,49,6	..	2,3	99,0	Jodhpur.
252,0	317,8	*	52,1	62,7	*	9,5	9,5	*	Madras and Southern Mahratta.
130,9	134,5	*	38,3	38,7	*	3	5	*	Nizam's State.
13,6	14,1	69,2	2	1,1	3,8	..	2,0	29,3	Rohilkund and Kumaon.
166,6	200,9	*	20,7	29,1	*	12,9	12,9	*	South Indian.
927,5	1,183,1		224,0	312,8		78,4	131,0		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
16,8	18,8	*	6	8	*	..	5	*	Bengal Nagpur.
14,5	17,0	*	16,8	17,0	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
11,6	12,0	*	30,1	30,4	*	..	..	*	Great Indian Peninsula.
7,3	7,8	*	*Nil*	*Nil*	*Nil*	*Nil*	2	*	North Western.
4,2	4,6	*	*Nil*	*Nil*	*Nil*	*Nil*	1	*	South Indian.
54,4	60,2		47,5	48,2		..	8		Total.
2,271,4	3,357,5	2,98,47,9	875,7	1,293,4	3,21,21,0	183,7	281,7	68,36,2	Total, 1934-35.
2,573,3	3,717,5	3,63,52,2	858,9	1,264,5	3,37,38,0	167,6	243,3	61,82,5	Total, 1933-34.
..	..	..	16,8	28,9	..	16,1	38,4	6,53,7	Increase.
301,9	360,0	65,04,3	..	..	16,17,0	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II. Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise. (Items 1 to 16).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	25,2	28,1	5,95,5	..	..	2	3,565,5	3,817,5	1,86,79,4
Bombay, Baroda and Central India	11,4	11,4	2,76,4	1	2	46,3	951,4	1,562,0	2,79,32,5
Eastern Bengal	94,3	94,8	4,57,3	2	4,2	21,0	561,3	730,3	59,16,6
East Indian	8	49,8	12,74,6	13,0	13,1	1,27,9	2,153,1	3,273,0	2,53,54,2
Great Indian Peninsula	35,7	36,0	8,55,2	3,4	3,5	25,2	1,718,9	2,813,9	3,59,20,7
Madras and Southern Mahratta	34,0	34,1	6,62,8	*Nil*	*Nil*	*Nil*	695,0	1,161,0	2,13,74,1
Nizam's State	*Nil*	4,1	77,0	*Nil*	6	17,0	304,1	602,0	66,34,5
North Western	14,7	14,8	5,70,9	6,8	7,0	37,8	3,541,2	4,087,6	4,53,66,2
South Indian	9,4	11,3	4,83,5	*Nil*	*Nil*	*Nil*	315,6	602,2	1,13,78,4
Total	225,5	284,4		23,5	28,6		13,806,1	18,649,5	
3′ 3⅜″ Gauge.									
Assam Bengal	28,1	29,9	3,58,8	..	..	..	575,5	620,2	43,23,5
Bengal and North Western	15,7	58,7	5,80,8	35,9	37,4	1,91,8	996,5	1,522,9	1,00,83,0
Bombay, Baroda and Central India	1	4,7	*	1,1	4,3	*	828,6	1,630,0	*
Burma	5	5	4,7	*Nil*	*Nil*	*Nil*	2,041,3	2,041,3	1,41,05,9
Eastern Bengal	..	19,2	*	..	..	*	206,0	567,1	*
Jodhpur	..	1,1	28,8	..	..	..	338,3	488,2	31,66,3
Madras and Southern Mahratta	16,9	17,0	*	*Nil*	*Nil*	*Nil*	794,6	1,246,6	*
Nizam's State	8	2,2	*	9	1,1	*	237,6	361,8	*
Rohilkund and Kumaon	..	2	1,1	..	..	..	286,6	335,0	15,81,0
South Indian	32,3	32,7	*	*Nil*	*Nil*	*Nil*	1,175,7	1,273,6	*
Total	94,4	166,2		37,9	42,8		7,480,7	10,086,7	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..	3,9	*	..	..	*	200,0	260,8	*
Bombay, Baroda and Central India	..	--	*	..	..	*	108,9	136,6	*
Eastern Bengal	..	..	*	..	..	*	..	..	-
Great Indian Peninsula	..	..	*	..	..	*	52,8	76,9	-
North Western	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	85,4	20,2	-
South Indian	*Nil*	1	*	*Nil*	*Nil*	*Nil*	12,2	26,3	*
Total	..	4,0		..	..		459,3	620,8	
Total, 1934-35	319,9	454,6	62,27,4	61,4	71,4	4,67,2	21,746,1	29,357,0	23,18,16,3
Total, 1933-34	320,0	439,6	59,72,5	45,1	52,0	3,73,2	20,369,2	27,403,8	22,63,37,9
Increase	..	15,0	2,54,9	16,3	19,4	94,0	1,376,9	1,953,2	54,78,4
Decrease	1	..	..	..	..	..	..	..	..

*Shown under
‡ In these totals consignments passing over two or more
†Not recorded.

Railways and the earnings therefrom for the year 1934-35. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
2	5	9,5	19,2	84,6	17,46,1	54,3	65,5	3,02,3	Bengal Nagpur.
4,8	6,3	2,82,4	115,1	125,3	74,56,5	143,0	155,7	10,37,4	Bombay, Baroda and Central India.
6	1,3	15,9	21,4	23,2	5,79,3	26,0	37,7	1,54,9	Eastern Bengal.
9,4	10,4	1,53,7	79,4	104,7	21,35,3	155,9	184,9	7,06,2	East Indian.
4,9	6,2	81,4	124,1	187,0	45,40,0	143,8	171,5	9,96,1	Great Indian Peninsula.
2,1	3,4	1,96,8	28,6	61,2	16,85,2	21,5	53,9	5,18,3	Madras and Southern Mahratta.
1,3	1,4	26,6	2,3	16,0	4,26,5	8,7	12,8	1,15,0	Nizam's State.
76,1	76,9	6,55,1	63,0	110,8	30,57,1	110,1	163,6	7,55,0	North Western.
15,0	18,0	3,25,8	22,2	31,2	9,93,8	10,8	16,4	2,34,6	South Indian.
114,4	124,4		475,3	744,0		674,1	862,0		Total.
									3′ 3½″ GAUGE.
2,8	2,9	43,4	1,9	8,8	99,4	8,5	9,2	32,8	Assam Bengal.
†	†	†	26,6	55,2	10,04,8	32,4	33,0	1,59,5	Bengal and North Western.
14,2	18,2	*	78,7	119,9	*	16,8	26,9	*	Bombay, Baroda and Central India.
11,2	11,2	71,0	19,1	19,1	4,87,5	93,7	93,7	4,89,2	Burma.
3	5	*	1,3	15,7	*	13,5	18,7	*	Eastern Bengal.
36,2	36,4	2,48,8	1,3	13,0	1,97,5	4,9	7,7	41,7	Jodhpur.
13,5	15,3	*	19,2	37,4	*	57,7	72,6	*	Madras and Southern Mahratta.
7	7	*	3,8	8,4	*	7,2	7,4	*	Nizam's State.
2	5	3,2	3,0	11,8	98,1	4,6	5,0	21,4	Rohilkund and Kumaon.
13,2	18,6	*	36,2	43,4	*	25,2	28,8	*	South Indian.
92,3	104,3		191,1	332,7		264,5	303,0		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
2	2	*	2,5	7,7	*	3,4	4,4	*	Bengal Nagpur.
1,1	2,1	*	1	9	*	7	1,0	*	Bombay, Baroda and Central India.
..	..	*	..	1	*	..	..	*	Eastern Bengal.
2	2	*	1,0	3,2	*	2,4	7,2	*	Great Indian Peninsula.
Nil	1	*	1	3,5	*	1,6	3,5	*	North Western.
1	1	*	*Nil*	3	*	6	6	*	outh Indian.
1¼6	2,7		3,7	15,7		8,7	16,7		Total.
208,3	231,4	21,13,6	670,1	1,092,4	2,45,07,1	947,3	1,181,7	55,64,4	Total, 1934-35.
205,5	229,9	20,24,0	631,2	1,027,8	2,38,01,8	872,6	1,101,1	51,42,2	Total, 1933-34.
2,8	1,5	89,6	38,9	64,6	7,05,3	74,7	80,6	4,22,2	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* **Class I**

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	16,6	43,0	6,41,4	3,8	19,1	2,47,2	8,4	29,9	3,07,4
Bombay, Baroda and Central India	24,3	40,4	8,84,1	5,3	55,9	25,34,3	..	..	..
Eastern Bengal	53,6	85,9	7,88,9	8,4	13,0	3,27,7	352,7	753,8	1,09,40,6
East Indian	694,9	757,2	18,01,3	191,5	211,9	16,29,5	21,4	54,7	3,53,3
Great Indian Peninsula	76,2	107,7	11,49,8	27,9	118,4	13,75,6	..	..	..
Madras and Southern Mahratta	62,7	100,1	12,28,2	36,1	49,3	10,28,2	..	..	..
Nizam's State	1,8	9,8	1,70,5	7	6,2	1,49,7	*Nil*	1	6
North Western	150,0	288,1	16,82,7	142,6	205,3	19,98,5	1	4	4,9
South Indian	55,9	64,7	11,04,4	8,2	10,5	3,19,6	..	..	3
Total	1,136,0	1,496,9		424,5	689,6		382,6	838,9	
3′ 3⅜″ Gauge.									
Assam Bengal	21,0	25,9	1,70,3	3,7	11,7	62,2	159,9	167,8	8,37,6
Bengal and North Western	1,664,9	1,708,5	21,67,7	107,9	115,4	8,57,8	†	†	†
Bombay, Baroda and Central India	55,4	68,7	*	6,0	177,5	*	..	..	..
Burma	211,8	211,8	13,13,2	28,4	28,4	3,59,0	*Nil*	*Nil*	*Nil*
Eastern Bengal	68,4	119,2	*	4,7	40,5	*	452,8	476,5	*
Jodhpur	2,0	6,3	39,8	5	15,0	1,42,8	..	..	2
Madras and Southern Mahratta	34,5	42,2	*	63,9	74,4	*	..	..	..
Nizam's State	2,9	5,2	*	6,4	10,1	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	425,4	453,0	4,65,9	96,0	96,1	5,84,7	..	..	..
South Indian	102,6	124,4	*	21,6	25,8	*	..	..	*
Total	2,588,9	2,765,2		339,1	594,9		612,7	644,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	1,2	2,9	*	7	3,1	*	..	..	*
Bombay, Baroda and Central India	5	1,3	*	4	2,5	*	..	..	..
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2	8	*	7,1	9,4	*	..	..	..
North Western	19,3	20,7	*	5	4,4	*	*Nil*	*Nil*	*Nil*
South Indian	5	8	*	4	4	*	*Nil*	*Nil*	*Nil*
Total	21,7	26,5		9,1	19,8		..	..	
Total, 1934-35	3,746,6	4,288,6	1,36,08,2	772,7	1,304,3	1,16,16,8	995,3	1,483,2	1,24,44,9
Total, 1933-34	2,710,6	3,142,1	1,27,52,2	777,4	1,349,4	1,17,53,1	991,3	1,523,4	1,29,37,1
Increase	1,036,0	1,146,5	8,56,0	..	..	..	4,0	..	..
Decrease	..	..	..	4,7	45,1	1,36,3	..	40,2	4,92,2

* Shown under
† Not recorded
‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
583,5	607,0	32,99,2	22,1	27,6	4,85,3	Bengal-Nagpur.
70,3	99,3	26,96,5	42,0	42,1	9,02,3	Bombay, Baroda and Central India.
33,1	88,1	7,94,7	77,6	79,3	8,35,7	Eastern Bengal.
197,8	455,8	53,82,6	11,4	65,9	11,12,1	East Indian.
109,2	240,8	32,06,7	56,4	57,3	12,48,6	Great Indian Peninsula.
50,5	114,2	16,37,3	36,0	37,2	7,25,2	Madras and Southern Mahratta.
4,3	28,3	3,83,8	1	5,1	1,10,1	Nizam's State.
125,5	203,9	37,33,6	57,6	57,8	13,19,8	North Western.
7,1	25,8	6,72,1	13,1	24,0	5,01,4	South Indian.
1,181,3	1,863,2		316,3	396,3		Total.
						3′ 3⅜″ Gauge.
19,5	29,9	3,65,9	84,5	88,1	11,44,8	Assam Bengal.
26,3	64,6	5,97,7	1,9	12,7	1,11,3	Bengal and North Western.
15,6	88,7	*	1,3	18,8	*	Bombay, Baroda and Central India.
27,9	27,9	3,52,6	25,0	25,0	3,22,4	Burma.
4,8	30,3	*	6,2	48,7	*	Eastern Bengal.
2,4	18,2	2,11,8	1	7,8	1,73,5	Jodhpur.
16,9	55,1	*	22,7	31,1	*	Madras and Southern Mahratta.
2,9	12,1	*	6	4,5	*	Nizam's State.
5,0	14,5	84,2	2,5	5,4	27,7	Rohilkund and Kumaon.
34,0	44,5	*	31,5	33,4	*	South Indian.
155,3	385,8		176,3	275,5		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,9	6,6	*	1,2	4,6	*	Bengal-Nagpur.
6	3,0	*	2	2,5	*	Bombay, Baroda and Central India.
..	1	*	..	..	*	Eastern Bengal.
9	3,2	*	2,4	4,8	*	Great Indian Peninsula.
8	3,9	*	1	2,3	*	North Western.
2	5	*	1	1,3	*	South Indian.
4,4	17,3		4,0	15,5		Total.
1,341,0	2,266,3	2,34,18,8	496,6	687,3	90,20,2	Total, 1934-35.
1,302,1	2,075,0	2,21,26,3	473,5	655,8	86,04,0	Total, 1933-34.
38,9	191,3	12,92,5	23,1	31,5	4,16,2	Increase.
..	..	..	..	..	..	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* ***Class I***

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	16,6	43,0	6,41,4	3,8	19,1	2,47,2	8,4	29,9	3,07,4
Bombay, Baroda and Central India	24,3	40,4	8,84,1	5,3	55,9	25,34,3	..	..	..
Eastern Bengal	53,6	85,9	7,88,9	8,4	13,0	3,27,7	352,7	753,8	1,09,40,6
East Indian	694,9	757,2	18,01,3	191,5	211,9	16,29,5	21,4	54,7	3,53,3
Great Indian Peninsula	76,2	107,7	11,49,8	27,9	118,4	13,75,6	..	..	..
Madras and Southern Mahratta	62,7	100,1	12,28,2	36,1	49,3	10,28,2	..	..	..
Nizam's State	1,8	9,8	1,70,5	7	6,2	1,49,7	*Nil*	1	6
North Western	150,0	288,1	16,82,7	142,6	205,3	19,98,5	1	4	4,9
South Indian	55,9	64,7	11,04,4	8,2	10,5	3,19,6	..	..	3
Total	1,136,0	1,496,9		424,5	689,6		382,6	838,9	
3′ 3⅜″ Gauge.									
Assam Bengal	21,0	25,9	1,70,3	3,7	11,7	62,2	159,9	167,8	8,37,6
Bengal and North Western	1,664,9	1,708,5	21,67,7	107,9	115,4	8,57,8	†	†	†
Bombay, Baroda and Central India	55,4	68,7	*	6,0	177,5	*	..	..	..
Burma	211,8	211,8	13,13,2	28,4	28,4	3,59,0	*Nil*	*Nil*	*Nil*
Eastern Bengal	68,4	119,2	*	4,7	40,5	*	452,8	476,5	*
Jodhpur	2,0	6,3	39,8	5	15,0	1,42,8	..	..	2
Madras and Southern Mahratta	34,5	42,2	*	63,9	74,4	*	..	..	..
Nizam's State	2,9	5,2	*	6,4	10,1	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	425,4	453,0	4,65,9	96,0	96,1	5,84,7	..	..	..
South Indian	102,6	124,4	*	21,6	25,8	*	..	..	*
Total	2,588,9	2,765,2		339,1	594,9		612,7	644,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	1,2	2,9	*	7	3,1	*	..	..	*
Bombay, Baroda and Central India	5	1,3	*	4	2,5	*	..	..	..
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2	8	*	7,1	9,4	*	..	..	..
North Western	19,3	20,7	*	5	4,4	*	*Nil*	*Nil*	*Nil*
South Indian	5	8	*	4	4	*	*Nil*	*Nil*	*Nil*
Total	21,7	26,5		9,1	19,8		..	..	
Total, 1934-35	3,746,6	4,288,6	1,36,08,2	772,7	1,304,3	1,16,16,8	995,3	1,483,2	1,24,44,9
Total, 1933-34	2,710,6	3,142,1	1,27,52,2	777,4	1,349,4	1,17,53,1	991,3	1,523,4	1,29,37,1
Increase	1,036,0	1,146,5	8,56,0	..	..	..	4,0	..	..
Decrease	..	..	..	4,7	45,1	1,36,3	..	40,2	4,92,2

* Shown under
† Not recorded
‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
583,5	607,0	32,99,2	22,1	27,6	4,85,3	Bengal-Nagpur.
70,3	99,3	26,96,5	42,0	42,1	9,02,3	Bombay, Baroda and Central India.
33,1	88,1	7,94,7	77,6	79,3	8,35,7	Eastern Bengal.
197,8	455,8	53,82,6	11,4	65,9	11,12,1	East Indian.
109,2	240,8	32,06,7	56,4	57,3	12,48,6	Great Indian Peninsula.
50,5	114,2	16,37,3	36,0	37,2	7,25,2	Madras and Southern Mahratta.
4,3	28,3	3,83,8	1	5,1	1,10,1	Nizam's State.
125,5	203,9	37,33,6	57,6	57,8	13,19,8	North Western.
7,1	25,8	6,72,1	13,1	24,0	5,01,4	South Indian.
1,181,3	1,863,2		316,3	396,3		Total.
						3′ 3⅜″ Gauge.
19,5	29,9	3,65,9	84,5	88,1	11,44,8	Assam Bengal.
26,3	64,6	5,97,7	1,9	12,7	1,11,3	Bengal and North Western.
15,6	88,7	*	1,3	18,8	*	Bombay, Baroda and Central India.
27,9	27,9	3,52,6	25,0	25,0	3,22,4	Burma.
4,8	30,3	*	6,2	48,7	*	Eastern Bengal.
2,4	18,2	2,11,8	1	7,8	1,73,5	Jodhpur.
16,9	55,1	*	22,7	31,1	*	Madras and Southern Mahratta.
2,9	12,1	*	6	4,5	*	Nizam's State.
5,0	14,5	84,2	2,5	5,4	27,7	Rohilkund and Kumaon.
34,0	44,5	*	31,5	33,4	*	South Indian.
155,3	385,8		176,3	275,5		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,9	6,6	*	1,2	4,6	*	Bengal-Nagpur.
6	3,0	*	2	2,5	*	Bombay, Baroda and Central India.
..	1	*	..	..	*	Eastern Bengal.
9	3,2	*	2,4	4,8	*	Great Indian Peninsula.
8	3,9	*	1	2,3	*	North Western.
2	5	*	1	1,3	*	South Indian.
4,4	17,3		4,0	15,5		Total.
1,341,0	2,266,3	2,34,18,8	496,6	687,3	90,20,2	Total, 1934-35.
1,302,1	2,075,0	2,21,26,3	473,5	655,8	86,04,0	Total, 1933-34.
38,9	191,3	12,92,5	23,1	31,5	4,16,2	Increase.
..	..	..	..	..	..	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* **Class I**

Railway.	III.—Light					
	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,6	3,0	48,9	12,5	37,1	8,01,7
Bombay, Baroda and Central India	4,2	4,3	1,46,1	38,6	42,5	11,50,2
Eastern Bengal	2,5	7,2	93,4	12,3	26,8	7,15,5
East Indian	3,9	16,2	4,90,2	25,8	52,5	9,32,3
Great Indian Peninsula	4,7	5,2	1,15,0	10,4	43,9	9,18,5
Madras and Southern Mahratta	3,1	3,3	1,28,5	37,5	56,8	12,95,4
Nizam's State	3	6	20,7	1,6	7,8	2,24,1
North Western	13,5	13,9	6,31,0	25,6	38,2	7,90,6
South Indian	3,1	4,4	1,53,5	17,1	19,6	4,43,2
Total	37,9	58,1		181,4	325,2	
3′3½″ Gauge.						
Assam Bengal	2,5	2,5	31,0	1,7	8,8	1,24,3
Bengal and North Western	7	7	8,3	31,6	33,7	4,72,5
Bombay, Baroda and Central India	3,3	4,4	*	9,4	26,0	*
Burma	5,3	5,3	1,23,7	15,8	15,8	1,97,4
Eastern Bengal	6	5,7	*	21,4	34,9	*
Jodhpur	2	1,1	37,0	6	4,7	73,6
Madras and Southern Mahratta	3,5	4,7	*	23,8	30,3	*
Nizam's State	*Nil*	6	*	2,5	4,2	*
Rohilkund and Kumaon	5	5	4,2	2,5	4,0	36,3
South Indian	5,0	5,3	*	9,8	16,8	*
Total	21,6	30,8		119,1	179,2	
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	4	8	*	1,6	5,2	*
Bombay, Baroda and Central India	..	2	*	2	4	*
Eastern Bengal	..	..	*	..	2	*
Great Indian Peninsula	1	2	*	..	6	*
North Western	5	1,3	*	1	1,2	*
South Indian	*Nil*	1	*	*Nil*	7	*
Total	1,0	2,6		1,9	8,3	
Total, 1934-35	60,5	91,5	20,31,5	302,4	512,7	81,75,6
Total, 1933-34	58,7	87,4	17,11,8	288,0	478,1	75,91,4
Increase	1,8	4,1	3,19,7	14,4	34,6	5,84,2
Decrease	—	..	..	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. (*In hundreds*)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
76,0	132,7	22,07,4	20,5	21,2	75,3	819,7	1,071,2	1,01,71,8	Bengal-Nagpur.
82,3	119,2	30,93,1	24,5	32,8	1,78,7	554,4	723,8	2,03,61,6	Bombay, Baroda and Central India.
39,6	92,3	23,66,9	4,7	6,2	44,3	632,5	1,214,8	1,76,57,8	Eastern Bengal.
89,4	151,1	34,65,4	17,3	21,0	1,36,0	1,498,1	2,086,3	1,82,97,9	East Indian.
124,1	213,6	40,59,8	6,6	33,6	1,41,9	688,3	1,185,2	1,78,33,4	Great Indian Peninsula.
74,3	143,8	28,66,1	20,6	24,0	81,3	373,0	647,2	1,13,90,5	Madras and Southern Mahratta.
11,5	36,4	6,27,2	17,2	22,4	1,58,3	49,8	146,9	24,13,1	Nizam's State.
85,4	114,4	35,75,9	5,7	6,2	21,7	855,2	1,279,5	1,82,25,9	North Western.
87,1	122,8	29,84,2	11,4	23,8	2,42,0	251,0	361,2	79,74,9	South Indian.
669,7	1,126,3		128,5	191,2		5,722,0	8,716,1		Total.
									3′ 3⅜″ GAUGE.
88,9	105,8	18,86,9	6,1	10,7	1,13,4	401,0	472,1	49,12,0	Assam Bengal.
60,6	76,8	9,67,7	7,0	8,4	49,9	1,959,9	2,109,0	63,97,2	Bengal and North Western.
30,6	82,1	*	4,4	8,5	*	235,7	639,7	*	Bombay, Baroda and Central India.
87,5	87,5	20,03,6	1,7	1,7	7,0	527,4	527,4	57,26,6	Burma.
35,5	96,0	*	7	6,0	*	610,2	892,7	*	Eastern Bengal.
4,2	16,9	2,08,0	3	3	5	52,7	127,4	13,75,2	Jodhpur.
68,9	117,2	*	2,2	4,1	*	326,8	484,4	*	Madras and Southern Mahratta.
7,2	17,6	*	8,3	8,4	*	42,5	79,2	*	Nizam's State.
4,7	9,0	65,6	9	9	2,5	545,3	600,7	13,93,8	Rohilkund and Kumaon.
111,4	158,0	*	21,0	38,7	*	411,5	537,7	*	South Indian.
499,5	766,9		52,6	87,7		5,113,0	6,470,3		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
8,0	16,4	*	3	6	*	21,4	52,5	*	Bengal-Nagpur.
3,3	6,1	*	4,7	4,8	*	11,8	24,8	*	Bombay, Baroda and Central India.
1,8	1,8	*	..	..	*	1,8	2,2	*	Eastern Bengal.
3	3,8	*	..	1,4	*	14,6	34,8	*	Great Indian Peninsula.
4,4	7,1	*	3	3	*	27,7	48,3	*	North Western.
8,0	9,2	*	6	6	*	10,5	14,6	*	South Indian.
25,8	44,4		5,9	7,7		87,8	177,2		Total.
1,195,0	1,937,6	3.03,77,8	187,0	286,6	12,52,8	10,922,8	15,363,6	14,41,31,7	Total, 1934-35.
1,081,7	1,812,4	2,73,80,0	142,3	228,8	10,65,9	9,534,9	13,711,2	13,68,89,8	Total, 1933-34
113,3	125,2	29,97,8	44,7	57,8	1,86,9	1,387,9	1,652,4	72,41,9	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur . . .	1,357,6	1,547,9	91,75,5	5,742,8	6,436,6	3,80,26,7	8	2,6	36,1
Bombay, Baroda and Central India.	695,6	1,004,3	1,32,20,0	2,201,4	3,290,1	6,15,14,1	1,4	1,9	75,3
Eastern Bengal . . .	266,7	419,5	26,75,3	1,460,5	2,364,6	2,62,49,7	4,6	6,7	32,4
East Indian	1,749,8	2,340,4	1,82,54,6	5,401,0	7,699,7	6,19,06,7	37,9	61,1	4,94,2
Great Indian Peninsula . .	1,595,0	1,862,0	1,60,98,6	4,002,2	5,861,1	6,98,52,7	32,3	60,3	6,13,1
Madras and Southern Mahratta	338,7	586,5	79,40,0	1,406,7	2,394,7	4,07,04,6	1,5	4,6	63,3
Nizam's State . . .	51,9	127,9	17,84,2	405,8	876,8	1,08,31,8	2,3	12,0	74,6
North Western . . .	1,035,7	1,287,8	2,03,05,2	5,432,1	6,654,9	8,38,97,3	200,4	230,5	11,97,0
South Indian	177,6	267,7	52,83,1	744,2	1,231,1	2,46,36,4	3	1,4	24,7
Total .	7,268,6	9,444,0		26,796,7	36,809,6		281,5	381,1	
3′ 3¾″ Gauge.									
Assam Bengal	69,7	104,4	9,70,1	1,046,2	1,196,7	1,02,05,6	7	2,0	6,6
Bengal and North Western .	225,7	394,0	27,42,4	3,182,1	4,025,9	1,92,22,6	4,8	4,9	19,8
Bombay, Baroda and Central India.	170,8	488,8	*	1,235,1	2,758,5	*	4,4	9,8	*
Burma	414,2	414,2	42,23,4	2,982,9	2,982,9	2,40,55,9	7,9	7,9	39,9
Eastern Bengal . .	48,7	123,6	*	864,9	1,583,4	*	3	2,9	*
Jodhpur	56,6	104,4	9,61,6	447,6	720,0	55,03,1	..	4	5,6
Madras and Southern Mahratta	205,4	322,0	*	1,326,8	2,053,0	*	2,3	4,3	*
Nizam's State . . .	32,9	55,4	*	313,0	496,4	*	1,4	3,5	*
Rohilkund and Kumaon . .	54,3	92,4	4,52,9	886,2	1,028,1	34,27,7	3,9	4,4	21,5
South Indian	243,0	319,8	*	1,830,2	2,131,1	*	3	1,2	*
Total .	1,521,3	2,419,0		14,115,0	18,976,0		26,0	41,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur . . .	68,5	87,0	*	289,9	400,3	*	3	3	*
Bombay, Baroda and Central India.	11,8	18,5	*	132,5	179,9	*	..	..	*
Eastern Bengal . . .	1	2	*	1,9	2,4	*	..	..	*
Great Indian Peninsula . .	2,7	9,9	*	70,1	121,6	*	..	..	*
North Western . . .	34,4	74,3	*	147,5	242,8	*	6,7	21,9	*
South Indian	2,7	5,3	*	25,4	46,2	*	*Nil*	*Nil*	*Nil*
Total .	120,2	195,2		667,3	993,2		7,0	22,2	
Total, 1934-35	8,910,1	12,058,2	10,40,86,9	41,579,0	56,778,8	48,00,34,9	314,5	444,6	27,04,1
Total, 1933-34 .	8,625,6	11,428,8	9,95,98,5	38,529,7	52,543,8	46,28,26,2	320,4	450,4	28,58,8
Increase .	284,5	629,4	44,88,4	3,049,3	4,235,0	1,72,08,7	..	..	..
Decrease .	..	..	..	..	..	..	5,9	5,8	1,54,7

* Shown under

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1934-35. (*In hundreds*)--contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
4,1	5,0	62,2	194,6	208,2	8,73,3	790,8	790,8	20,58,9	Bengal-Nagpur.
28,7	41,3	18,71,1	178,3	181,5	1,68,2	15,5	227,6	11,28,9	Bombay, Baroda and Central India.
2,4	2,5	53,3	249,3	252,7	2,79,1	2,5	283,4	7,56,8	Eastern Bengal.
22,4	36,9	14,54,4	1,270,5	1,282,9	15,10,5	1,607,2	1,607,2	53,09,6	East Indian.
20,3	22,2	3,86,9	380,0	406,2	4,94,6	561,2	847,8	31,86,4	Great Indian Peninsula.
5,4	5,8	1,85,0	76,4	120,4	3,15,7	2,0	356,2	15,81,2	Madras and Southern Mahratta.
1	3	17,4	25,5	31,4	59,7	142,9	143,0	3,25,1	Nizam's State.
31,8	32,1	4,80,9	1,827,4	1,829,2	9,46,3	35,0	1,075,1	44,84,3	North Western.
1,2	2,0	84,5	108,8	111,3	75,3	1,4	100,6	5,31,2	South Indian.
116,4	148,1		4,310,8	4,423,8		3,158,5	5,431,7		Total.
									3′ 3⅜″ Gauge.
9	9	17,1	180,3	186,1	1,52,8	12,1	108,1	1,83,2	Assam Bengal.
4,6	6,4	85,5	47,3	61,3	1,38,2	51,9	276,7	5,60,2	Bengal and North Western.
19,6	24,8	*	18,0	27,0	*	7,5	218,8	*	Bombay, Baroda and Central India.
8,0	8,0	2,95,8	59,4	59,4	83,0	208,0	208,0	5,23,6	Burma.
5	2,1	*	72,3	83,4	*	5,3	113,4	*	Eastern Bengal.
7	8	9,9	101,6	114,9	96,0	2,6	49,9	1,26,8	Jodhpur.
3,0	3,5	*	18,7	34,0	*	154,0	158,9	*	Madras and Southern Mahratta.
6	6	*	14,9	15,9	*	1	35,6	*	Nizam's State.
2	5	4,8	61,9	64,4	1,47,5	41,4	41,4	14,0	Rohilkund and Kumaon.
2,0	2,4	*	152,2	156,1	*	120,6	175,9	*	South Indian.
40,1	50,0		726,6	802,5		603,5	1,386,7		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	16,0	16,2	*	50,4	52,8	*	Bengal-Nagpur.
1	1	*	4	1,4	*	1,0	3,1	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
4	5	*	13,4	15,7	*	21,1	21,1	*	North Western.
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1	1	*	South Indian.
5	6		29,8	33,3		72,6	77,1		Total.
157,0	198,7	50,08,8	5,067,2	5,259,6	53,40,2	3,834,6	6,895,5	2,07,70,2	Total, 1934-35.
156,4	194,3	50,19,6	4,333,4	4,483,8	44,35,9	3,453,8	6,273,4	1,91,39,3	Total, 1933-34.
6	4,4	..	733,8	775,8	9,04,3	380,8	622,1	16,30,9	Increase.
..	..	10,8	..	..	..	..	..	..	Decrease.

5′ 6″ gauge
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* ***Class I Railways*** *and the earnings therefrom for the year 1934-35. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	750,3	753,9	4,28,4	1,541,1	1,544,7	24,87,3	13,823,6	15,121,3	5,91,48,7
Bombay, Baroda and Central India.	332,0	344,3	4,90,7	347,5	571,9	16,19,6	2,893,9	5,030,5	7,00,52,1
Eastern Bengal	1,088,8	1,113,9	9,32,4	1,091,3	1,397,3	16,89,2	2,830,4	5,353,9	3,15,83,3
East Indian	1,506,5	1,574,5	12,93,0	3,113,7	3,181,7	66,02,6	20,200,3	23,775,1	12,70,05,5
Great Indian Peninsula	855,6	855,6	5,78,3	1,416,8	1,703,4	37,64,7	6,806,2	10,077,7	8,30,84,5
Madras and Southern Mahratta	293,0	295,9	2,82,0	295,0	651,2	18,63,2	1,913,9	3,637,0	4,59,11,7
Nizam's State	71,8	72,5	92,0	214,7	215,5	4,17,1	1,289,1	1,802,3	1,39,95,8
North Western	1,169,0	1,203,2	10,63,5	1,204,0	2,278,3	55,47,8	9,247,8	12,618,4	9,72,84,5
South Indian	367,2	372,9	3,11,5	368,6	473,5	8,42,7	1,266,2	1,872,6	2,63,27,5
Total	6,434,2	6,585,8		9,592,7	12,017,5		60,271,4	79,288,8	
3′ 3⅜″ Gauge.									
Assam Bengal	244,9	255,9	2,43,3	257,0	364,0	4,26,5	1,519,1	1,883,2	1,12,75,5
Bengal and North Western	302,6	323,0	3,72,0	354,5	599,7	9,32,2	3,702,5	5,214,4	2,18,49,1
Bombay, Baroda and Central India.	167,1	177,2	*	174,6	396,0	*	1,513,0	3,629,1	*
Burma	777,9	777,9	5,11,4	985,9	985,9	10,35,0	4,174,6	4,174,6	2,65,09,0
Eastern Bengal	118,5	134,6	*	123,8	248,0	*	1,064,6	2,291,6	*
Jodhpur	139,8	142,6	57,1	142,4	192,5	1,83,9	706,3	1,066,3	59,25,9
Madras and Southern Mahratta	104,7	113,3	*	258,7	272,2	*	1,728,4	2,561,6	*
Nizam's State	71,8	72,4	*	71,9	108,0	*	409,9	691,8	*
Rohilkund and Kumaon	79,2	79,2	35,3	120,6	120,6	49,3	1,257,3	1,431,0	40,42,7
South Indian	921,3	934,0	*	1,041,9	1,109,9	*	3,174,4	3,551,8	*
Total	2,927,8	3,010,1		3,531,3	4,396,8		19,250,1	26,495,4	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	107,0	109,1	*	157,4	161,9	*	534,2	678,7	*
Bombay, Baroda and Central India.	21,1	22,1	*	22,1	25,2	*	181,4	240,7	*
Eastern Bengal	1,2	1,3	*	1,2	1,3	*	3,1	3,7	*
Great Indian Peninsula	23,8	23,8	*	23,8	23,8	*	94,6	161,5	*
North Western	35,3	40,4	*	56,4	61,5	*	284,2	422,9	*
South Indian	1,9	2,3	*	2,0	2,4	*	32,4	53,7	*
Total	190,3	199,0		262,9	276,1		1,129,9	1,561,2	
Total, 1934-35	9,552,3	9,794,9	66,90,9	13,386,9	16,690,4	2,74,61,1	80,651,4	107,345,4	62,39,95,8
Total, 1933-34	7,693,1	7,892,0	58,75,3	11,146,9	14,165,4	2,50,14,6	72,951,4	97,648,5	59,66,70,2
Increase	1,859,2	1,902,9	8,15,6	2,240,0	2,525,0	24,46,5	7,700,0	9,696,9	2,73,25,6
Decrease	..	..	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1934-35.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.	*A I (1).—Administrative and Executive officers.			*A. I (2).—Subordinate supervising staff.			*A. I (3).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percent of total working expenses under Abstracts A to G.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur . . .	8,49,721	320·5	1·58	6,13,366	231·4	1·14	6,08,229	229·4	1·13
Bombay, Baroda and Central India	3,74,309	223·2	0·93	3,66,692	218·7	0·92	3,90,457	232·8	0·98
Eastern Bengal . . .	2,59,295	188·1	0·87	2,04,122	148·0	0·69	2,70,645	196·3	0·91
East Indian	9,32,951	146·6	0·79	10,73,772	168·7	0·91	9,25,868	145·5	0·78
Great Indian Peninsula . .	9,45,617	204·2	1·03	7,84,128	169·3	0·86	7,82,432	168·9	0·86
Madras and Southern Mahratta	2,93,592	195·6	1·13	2,13,783	142·5	0·82	2,64,788	176·4	1·02
Nizam's State . . .	1,13,071	191·1	1·62	85,733	144·9	1·23	74,291	125·6	1·09
North Western . . .	10,76,695	134·0	0·90	13,24,802	164·9	1·11	8,77,614	109·2	0·73
South Indian . . .	1,32,040	172·7	1·43	1,02,705	134·3	1·11	98,436	128·8	1·07
3′ 3½″ Gauge.									
Assam-Bengal . . .	2,81,337	321·8	2·47	1,47,486	168·7	1·08	1,49,868	171·4	1·10
Bengal and North Western .	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,00,304	186·9	1·10	2,97,233	185·0	1·09	3,07,673	191·5	1·12
Burma	3,90,560	211·1	1·36	3,91,488	211·6	1·37	3,09,551	167·3	1·09
Eastern Bengal . . .	1,19,035	136·9	0·81	1,37,281	157·9	0·93	1,46,214	168·2	0·99
Jodhpur	83,688	127·0	1·51	36,610	55·5	0·66	44,897	68·1	0·80
Madras and Southern Mahratta	2,76,845	166·6	1·51	2,31,536	139·4	1·27	1,78,907	107·7	0·98
Nizam's State . . .	93,079	206·8	1·87	66,060	146·8	1·32	56,146	129·2	1·17
Rohilkund and Kumaon .	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian . . .	3,86,113	224·2	1·71	3,03,800	176·4	1·34	2,92,685	169·9	1·29
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur . . .	75,112	127·2	1·95	91,025	154·1	2·36	57,031	96·6	1·48
Bombay, Baroda and Central India	..	..	..	10,522	78·2	1·38	8,143	60·6	1·07
Eastern Bengal . .	1,345	50·8	0·88	301	11·4	0·20	719	27·1	0·47
Great Indian Peninsula . .	4,392	29·0	0·99	7,610	50·2	1·71	4,547	30·0	1·02
North Western . . .	1,06,982	185·4	1·66	1,06,898	185·3	1·66	85,025	147·4	1·32
South Indian . . .	19,074	311·3	5·07	9,048	147·7	2·40	13,816	225·5	3·67

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.

Class I Railways for the year 1934-35.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS.

A.I.—Administration—Total.			A.II-1(a)—Track—Ordinary repairs and maintenance.			†A. II-1 (b) and A. II 3.—Bridges, tunnels and conservancy of rivers. *A. II-1(c).—Bridges—ordinary repairs and maintenance.			*A. II-1 (d).—Service buildings, ordinary repairs and maintenance.			Railway.
Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
21,39,232	*807·0	3·98	27,92,133	*1,053·3	5·20	*3,78,750	*206·2	0·71	5,40,495	10·9	1·01	B. N.
11,92,257	*711·0	2·98	17,99,304	*1,073·0	4·49	*1,17,829	*88·7	0·29	1,75,979	‡	0·44	B. B. & C. I.
8,80,410	*638·5	2·97	12,32,879	*894·2	4·15	*76,238	*127·9	0·25	2,19,056	4·71	0·74	E. B.
‖34,34.003	*539·5	2·91	48,41,574	*760·7	4·10	*¶4,24,014	*98·7	0·36	**10,72,264	7·07	0·91	E. I.
26,49,228	*572·0	2·90	41,23,065	*890·2	4·51	*2,06,890	*89·6	0·23	3,96,770	3·24	0·43	G. I. P.
9,51,404	*633·9	3·66	13,00 698	*866·7	4·99	*1,03,039	*90·5	0·40	1,53,160	1·54	0·59	M. & S. M.
2,95,805	*500·0	4·25	5,66,048	*956·8	8·13	*33,531	*106·2	0·48	21,716	‡	0·31	N. S.
41,00,656	*510·3	3·42	59,39,447	*739·2	4·96	*3,05,357	*79·2	0·26	6,67,445	3·96	0·56	N. W.
3,66,270	*479·1	3·97	4,05,808	*530·8	4·40	*¶73,954	*152·5	0·80	51,403	4·40	0·56	S. I.
												3′ 3⅜″ Gauge.
5,93,989	*679·5	4·36	11,22,290	*1,283·8	8·24	*1,04,671	*128·7	0·77	1,29,291	‡	0·95	A. B.
5,95,127	(e) †224·5	3·77	17,82,960	(f) †672·4	11·3	†2,20,308	(i) †83·1	1·39	1,72,612	‡	1·09	B. & N. W.
9,31,299	*579·7	3·40	13,99,209	*870·9	5·11	*46,843	*46·2	0·17	1,27,213	3·61	0·47	B. B. & C. I.
12,57,979	*680·0	4·41	21,20,623	*1,146·3	7·44	*1,85,999	*149·7	0·65	2,06,276	5·79	0·72	Burma.
4,64,693	*534·5	3·16	7,69,759	*885·4	5·24	*53,535	*90·5	0·36	72,705	4·88	0·50	E. B.
1,75,378	*266·1	3·15	4,14,926	*629·5	7·46	*11,392	*59·6	0·21	15,289	1·96	0·27	Jodhpur.
8,49,800	*511·5	4·65	19,26,907	*1,159·8	10·5	*86,889	*69·5	0·48	70,758	1·20	0·39	M. & S. M.
2,35,391	*523·0	4·72	4,86,788	*1,081·6	9·76	*20,260	*65·4	0·41	13,865	‡	0·28	N. S.
1,04,941	(g) †153·4	3·24	2,72,088	(h) †397·6	8·41	†55,917	(j)†81·7	1·73	‡	‡	‡	R. & K.
10,74,341	*623·8	4·75	11,83,174	*686·9	5·23	*¶95,895	*72·9	0·42	1,60,764	3·45	0·71	S. I.
												2′ 6″ & 2′ 0″ Gauges.
2,27,224	*384·8	5·90	5,11,537	*866·2	13·3	*22,619	*48·2	0·59	30,226	7·92	0·78	B. N.
33,839	*251·6	4·43	1,15,375	*857·9	15·1	*1,314	‡	0·17	2,757	‡	0·36	B. B. & C. I.
2,959	*111·7	1·94	14,558	*549·4	9·55	*46	*10·1	0·03	1,802	10·00	1·18	E. B.
17,033	*112·3	3·83	87,650	*577·7	19·7	*2,281	*17·5	0·51	2,499	2·54	0·57	G. I. P.
3,11,108	*539·2	4·82	4,79,971	*831·8	7·44	*72,900	*136·5	1·13	44,843	7·02	0·70	N. W.
45,549	*743·4	12·1	40,924	*667·9	10·9	*¶583	*21·8	0·15	2,613	10·5	0·69	S. I.

‡ Information not available.
‖ Excludes expenditure on Provident Fund, bonus and gratuities.
** Includes expenditure on electric power stations and sub-stations.
¶ Includes expenditure on tunnels.

	Per mile of line maintained. Rs.	Per train miles. As.
(e)	281·7	1·11
(f)	844·0	3·32
(g)	183·9	0·96
(h)	476·7	2·48
(i)	104·3	0·41
(j)	98·0	0·51

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A. - MAINTENANCE OF

Railway.	*A. II 1 (*f*).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (*g*).—SIGNALS AND INTERLOCKING—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (*b*), (*e*), (*h*), (*i*) (*j*) AND (*k*).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.	
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.
24	25	26	27	28	29	30	31	32
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	
Bengal Nagpur	8,66,887	9·35	1·61	3,57,055	58·2	0·66	11,20,180	2·09
Bombay, Baroda and Central India	1,75,627	‡	0·44	3,22,652	35·2	0·81	99,007	0·25
Eastern Bengal	2,91,820	5·81	0·98	4,19,901	70·0	1·41	2,39,824	0·81
East Indian	8,75,936	3·67	0·74	6,04,046	32·0	0·51	(*a*) 7,10,911	0·60
Great Indian Peninsula	5,92,437	5·09	0·65	5,06,695	38·5	0·55	8,66,961	0·95
Madras and Southern Mahratta	1,40,237	1·41	0·54	1,63,162	23·9	0·63	1,96,727	0·75
Nizam's State	48,268	‡	0·70	14,765	13·2	0·21	1,07,391	1·54
North Western	7,28,314	2·58	0·61	6,90,017	40·9	0·58	5,62,441	0·47
South Indian	54,847	4·37	0·60	31,520	14·0	0·34	1,04,375	1·13
3′ 3¼″ GAUGE.								
Assam-Bengal	2,32,219	‡	1·70	52,678	78·9	0·39	1,48,304	1·09
Bengal and North Western	1,28,456	‡	0·81	‡	‡	‡	3,38,133	2·14
Bombay, Baroda and Central India	1,65,526	2·53	0·60	1,70,793	29·3	0·62	1,33,509	0·49
Burma	2,96,919	6·10	1·04	1,73,804	69·6	0·61	2,00,263	0·71
Eastern Bengal	1,13,412	5·26	0·77	7,819	2·38	0·05	1,36,397	0·93
Jodhpur	36,408	2·80	0·66	10,424	6·68	0·19	1,52,962	2·75
Madras and Southern Mahratta	83,307	1·42	0·46	1,13,733	28·6	0·62	1,60,259	0·88
Nizam's State	55,923	‡	1·12	9,407	11·4	0·19	96,040	1·92
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	(*b*)71,543	2·21
South Indian	1,76,689	3·52	0·78	1,07,612	21·3	0·48	2,81,710	1·25
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	32,614	5·13	0·84	3,779	269·9	0·10	81,514	2·12
Bombay, Baroda and Central India	1,340	‡	0·17	169	1·76	0·02	780	0·10
Eastern Bengal	954	2·00	0·63	567	9·78	0·37	754	0·50
Great Indian Peninsula	2,277	1·44	0·51	439	2·17	0·10	18,727	4·21
North Western	54,610	3·62	0·85	3,126	6·24	0·05	51,821	0·80
South Indian	1,908	4·83	·51	2,281	91·2	0·61	4,389	1·17

(*a*) Represents expenditure on Station Machinery, shore connections at Ferries and Miscellaneous.
(*b*) Represents other structural works —A.-II 1 (c) to (g) according to the form prior to 1931-32.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS—*contd.*

*A. II 1—All items, total ordinary repairs and maintenance—excluding credits.			*A.II 2—Special repairs and maintenance (excluding credits).		A. II—Total repairs and maintenance (excluding credits).			A IV.—Total Replacement and Renewal. Appropriation to Depreciation Reserve Fund.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	
33	34	35	36	37	38	39	40	41	42	43	44
Rs.	Rs.		Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
60,55,500	2,284·3	11·3	1,36,829	0·25	61,92,329	*2,335·9	11·5	31,47,022	*1,187·1	5·86	B. N.
28,03,454	1,671·8	7·00	1,52,683	0·38	29,51,450	1,760·1	7·37	43,28,091	*2,581·0	10·8	B. B. & C. I.
24,79,718	1,798·5	8·34	3,52,183	1·19	38,25,030	*2,774·2	12·9	34,20,660	*2,480·9	11·5	E. B.
1,03,25,017	1,622·2	8·74	‡	‡	1,03,25,017	*1,622·2	8·74	1,24,31,510	*1,953·2	10·5	E. I.
66,92,818	1,445·0	7·32	9,29,158	1·02	76,21,976	*1,645·6	8·34	1,07,78,406	*2,327·1	11·8	G. I. P.
20,57,023	1,370·6	7·90	13,370	0·05	22,49,435	*1,498·8	8·64	22,33,593	*1,488·3	8·58	M. & S. M.
7,91,719	1,338·2	11·4	‡	‡	7,91,719	*1,338·2	11·4	5,87,164	*992·5	8·44	N. S.
88,93,021	1,106·8	7·42	4,35,926	0·36	1,09,98,626	*1,368·8	9·18	1,75,33,694	*2,182·2	14·6	N. W.
7,21,907	944·2	7·83	28,174	0·31	7,50,081	*981·1	8·14	11,53,615	*1,508·9	12·5	S. I.
											3′ 3½″ Gauge.
17,89,453	2,047·0	13·1	3,61,628	2·66	24,15,464	*2,763·0 (e)	17·7	12,00,555	*1,373·3	8·82	A. B.
§34,395	§(m)	§0·22	8,15,057	5·16	37,87,134	†1,428·3	24·0	**	**	**	B. & N. W.
20,43,093	1,271·7	7·46	3,49,449	1·28	23,92,542	1,489·3	8·74	14,80,161	*921·3	5·40	B. B. & C. I.
31,83,884	1,721·1	11·2	1,39,314	0·40	46,55,719	*2,516·7	16·3	31,94,530	*1,726·8	11·2	Burma.
11,53,627	1,326·9	7·85	1,95,286	1·33	14,29,945	*1,644·8	9·73	19,45,730	*2,238·0	13·2	E. B.
6,41,401	973·1	11·5	176	0·00	6,41,577	*973·4	11·5	4,25,110	*645·0	7·65	Jodhpur.
24,41,853	1,469·8	13·3	1,20,061	0·66	26,86,258	*1,616·9	14·7	9,58,579	*577·0	5·24	M. & S. M.
6,82,283	1,516·0	13·7	‡	‡	6,82,283	*1,516·0 (g)	13·7	2,96,749	*659·3	5·95	N. S.
§6,156	§(n)	§0·19	‡	‡	4,66,056	†681·1	14·4	2,57,976	(h)†377·0	7·98	R. & K.
20,05,844	1,165·6	8·87	3,20,859	1·42	23,26,703	*1,350·9	10·3	11,06,189	*642·3	4·89	S. I.
											2′ 6″ and 2′ 0″ Gauges.
6,82,289	1,155·4	17·7	—698	—0·01	6,81,591	*1,154·2	17·7	2,21,189	*374·6	5·75	B. N.
1,29,771	965·0	17·0	7,804	1·02	1,57,911	1,174·2	20·7	13,041	*97·0	1·71	B. B. & C. I.
18,681	704·9	12·3	..	..	18,778	*708·6	12·3	21,667	*817·6	14·2	E. B.
1,13,873	750·5	25·6	—3,552	—0·80	1,10,321	*727·1	24·8	..	..	..	G. I. P.
7,07,271	1,225·8	11·0	82,112	1·27	8,31,829	*1,441·6	12·1	10,88,946	*1,887·3	16·9	N. W.
52,698	860·1	14·0	..	..	52,698	*860·1	14·0	21,629	*353·0	5·75	S. I.

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
‡ Information not available.
§ Represents equipment—A.II 2 according to the form prior to 1931—32

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.	Rs.	As.
(m) 16·3	13·0	0·06
(n) 10·8	8·99	0·05
(e) 1,792·7	..	7·06
(g) 816·5	..	4·23
(h) 452·0	..	2·35

** Included in the respective heads.
‖ Includes expenditure incurred on Electric Power Stations & sub-stations.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—(TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(*a*).	
	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
45	46	47	48	49	50	51	52	53	54	55
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	1,14,78,583	*4,330·0	21·4	13,95,917	1·32	0·17	1·81	2·60	16,22,525	1·53
Bombay, Baroda and Central India.	84,71,798	*5,052·1	21·2	5,67,970	1·17	0·15	1·44	1·42	8,63,996	1·78
Eastern Bengal	81,26,100	*5,893·6	27·4	7,22,577	1·28	0·20	1·57	2·43	5,89,558	1·12
East Indian	2,61,90,530	*4,114·9	22·2	31,73,793	1·32	0·15	1·72	2·69	37,31,364	1·56
Great Indian Peninsula	2,10,49,610	*4,544·7	23·0	15,85,065	1·30	0·16	1·54	1·73	18,87,099	1·54
Madras and Southern Mahratta	(*a*) 54,34,432	*3,621·0	20·9	6,16,977	1·32	0·18	1·57	2·37	7,36,563	1·57
Nizam's State	16,74,688	2,830·7	24·1	1,73,011	1·28	0·16	1·52	2·49	1,92,503	1·28
North Western	(*a*) 3,26,32,976	*4,061·4	27·7	19,85,383	1·16	0·16	1·43	1·66	35,02,772	2·04
South Indian	(*a*) 23,49,530	*3,073·1	25·5	2,40,628	1·02	0·19	1·19	2·61	3,46,442	1·46
3′ 3¾″ GAUGE.										
Assam-Bengal	42,10,008	*4,815·8	30·9	3,02,558	1·03	0·25	1·31	2·22	3,40,893	1·16
Bengal and North Western	43,82,261	(*f*) †1,652·7	27·7	3,09,199	0·48	0·12	0·58	1·96	**	**
Bombay, Baroda and Central India.	48,04,002	2,990·3	17·5	9,17,662	1·52	0·34	1·85	3·35	8,18,125	1·35
Burma	91,08,228	*4,923·5	31·9	8,25,000	1·45	0·33	1·78	2·89	6,67,393	1·18
Eastern Bengal	38,40,368	*4,417·3	26·1	3,03,069	0·96	0·22	1·24	2·06	2,39,879	0·80
Jodhpur	12,42,065	*1,884·5	22·3	1,23,279	0·86	0·21	1·10	2·22	1,66,623	1·16
Madras and Southern Mahratta	(*a*) 44,94,637	*2,705·4	24·6	4,84,579	0·92	0·24	1·09	2·65	5,28,748	1·01
Nizam's State	12,14,423	*2,698·3	24·4	1,33,676	1·12	0·30	1·41	2·68	1,63,227	1·44
Rohilkund and Kumaon	8,28,973	(*i*) †1,211·4	25·6	82,616	0·59	0·19	0·74	2·55	**	**
South Indian	(*a*) 46,83,885	*2,719·4	20·7	5,80,877	0·93	0·28	1·06	2·57	7,19,232	1·16
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal-Nagpur	11,30,004	*1,913·5	29·4	1,12,880	0·85	0·35	1·06	2·93	1,60,415	1·20
Bombay, Baroda and Central India.	2,04,791	*1,522·8	26·8	8,093	0·30	0·22	0·33	1·06	38,419	1·41
Eastern Bengal	43,404	*1,637·9	28·5	732	0·16	0·11	0·10	0·48	3,833	0·48
Great Indian Peninsula	1,27,354	*839·4	28·6	2,458	0·08	0·04	0·08	0·55	**	**
North Western	(*a*) 22,31,883	*3,858·1	34·6	1,01,759	1·21	0·63	1·45	1·58	2,32,402	2·77
South Indian	(*a*) 1,20,936	*1,973·8	32·1	10,737	1·05	0·63	1·11	2·85	16,286	1·59

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
(*f*) 2,074·4	..	(*f*) 8·17
(*i*) 1,452·4	..	(*i*) 7·54

** Included under workshop repairs.

(*a*) Includes Provident Fund Bonus and Gratuity Figures taken under heads AI. and AII and credits on account of released materials in the case of North Western Railway only.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.-1 (*a*)].			Locomotives—(*b*) Workshop Repairs [B.-II.-1 (*b*)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
56	57	58	59	60	61	62	63	64
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·19	2·11	3·02	30,35,123	2·87	0·36	3·94	5·65	B. N.
0·22	2·19	2·16	14,10,296	2·91	0·37	3·58	3·52	B. B. & C. I.
0·16	1·28	1·98	11,43,464	2·08	0·32	2·48	3·85	E. B.
0·18	2·03	3·16	41,27,572	1·72	0·20	2·24	3·50	E. I.
0·20	1·84	2·06	27,44,835	2·24	0·29	2·67	3·00	G. I. P.
0·21	1·87	2·83	15,38,603	3·29	0·44	3·92	5·91	M. & S. M.
0·18	1·70	2·77	3,81,282	2·72	0·35	3·36	5·48	N. S.
0·28	2·53	2·92	28,53,800	1·66	0·23	2·06	2·38	N. W.
0·28	1·71	3·76	4,73,338	2·00	0·38	2·35	5·14	S. I.
								3′ 3⅜″ Gauge.
0·28	1·47	2·50	3,75,412	1·27	0·31	1·62	2·76	A. B.
**	**	**	†11,55,825	†1·60	†0·44	†2·15	†7·31	B. & N. W.
0·30	1·65	2·99	15,31,925	2·54	0·56	3·08	5·60	B. B. & C. I.
0·27	1·44	2·34	6,66,757	1·17	0·27	1·44	2·34	Burma.
0·18	0·99	1·63	4,44,257	1·44	0·32	1·82	3·02	E. B.
0·28	1·49	3·00	1,52,990	1·07	0·25	1·37	2·75	Jodhpur.
0·26	1·19	2·89	8,28,697	1·58	0·41	1·86	4·53	M. & S. M.
0·37	1·72	3·27	1,97,775	1·76	0·45	2·09	3·97	N. S.
**	**	**	‡2,60,083	‡1·88	‡0·61	‡2·36	‡8·04	R. & K.
0·34	1·31	3·18	9,08,874	1·46	0·43	1·65	4·02	S. I.
								2′ 6″ & 2′ 0″ Gauges.
0·50	1·51	4·17	2,17,900	1·63	0·67	2·05	5·66	B. N.
1·05	1·56	5·03	48,706	1·79	1·34	1·98	6·37	B. B. & C. I.
0·59	0·52	2·52	9,503	0·08	1·47	1·30	6·23	E. B.
**	**	**	§47,801	§1·47	§0·85	§1·59	§10·7	G. I. P.
1·45	3·32	3·60	1,91,183	2·28	1·20	2·73	2·96	N. W.
0·95	1·68	4·33	14,715	1·44	0·86	1·52	3·91	S. I.

† Includes running Repairs and Renewals.
‡ Includes running Repairs.
§ Includes figures for Running Repairs and Sundry stores excluding oil and waste issues to Loco. Department.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
65	66	67	68	69	70	71	72	73
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	6,58,414	0·62	0·08	0·85	1·23	52,53,542	4·96	0·62
Bombay, Baroda and Central India	1,56,450	0·33	0·04	0·40	0·39	23,59,721	4·87	0·61
Eastern Bengal	2,19,464	0·32	0·06	0·47	0·74	19,45,434	3·52	0·54
East Indian	6,39,397	0·27	0·03	0·35	0·54	84,67,482	3·54	0·41
Great Indian Peninsula	3,49,297	0·29	0·04	0·34	0·38	50,05,312	4·08	0·53
Madras and Southern Mahratta	4,46,006	0·95	0·13	1·14	1·72	26,85,171	5·73	0·77
Nizam's State	14,218	0·16	0·01	0·13	0·20	5,88,201	4·16	0·54
North Western	6,78,430	0·40	0·06	0·49	0·57	69,95,417	4·08	0·57
South Indian	7,709	0·03	0·01	0·04	0·08	8,27,586	3·49	0·67
3′ 3½″ GAUGE.								
Assam-Bengal	1,42,679	0·49	0·12	0·61	1·05	8,41,216	2·86	0·70
Bengal and North-Western	66,965	0·16	0·03	0·13	0·42	*12,25,339	*1·76	*0·47
Bombay, Baroda and Central India	2,64,078	0·44	0·10	0·53	0·96	25,45,172	4·22	0·93
Burma	72,709	0·13	0·03	0·16	0·26	13,90,453	2·45	0·56
Eastern Bengal	84,101	0·32	0·06	0·35	0·57	7,65,324	2·56	0·56
Jodhpur	6,774	0·05	0·01	0·06	0·12	3,33,284	2·33	0·55
Madras and Southern Mahratta	1,49,054	0·28	0·07	0·34	0·82	14,98,672	2·85	0·74
Nizam's State	7,807	0·16	0·01	0·08	0·15	3,68,718	3·36	0·83
Rohilkund and Kumaon	19,068	0·14	0·05	0·17	0·59	2,80,045	2·03	0·66
South Indian	1,14,338	0·19	0·06	0·21	0·51	17,50,639	2·82	0·83
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	16,732	0·12	0·05	0·15	0·43	3,90,531	2·92	1·21
Bombay, Baroda and Central India	504	0·02	0·01	0·02	0·06	96,519	3·55	2·65
Eastern Bengal	357	0·00	0·06	0·05	0·23	13,632	1·76	2·11
Great Indian Peninsula	139	0·00	0·00	0·00	0·03	47,235	1·45	0·84
North-Western	37,279	0·44	0·23	0·53	0·58	4,56,183	5·44	2·85
South Indian	252	0·02	0·01	0·03	0·06	31,253	3·05	1·82

* Includes Replacements

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

POWER—*contd.*

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel—(B. III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
74	75	76	77	78	79	80	81	82	83	84	85	86
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
6·82	9·79	32,45,611	3·06	0·38	4·21	6·04	38,64,094	3·65	0·46	5·02	7·20	B. N.
5·99	5·89	22,26,555	4·59	0·57	5·66	5·56	45,02,661	9·28	1·16	11·4	11·2	B. B. & C. I.
4·21	6·55	13,40,336	2·40	0·37	2·91	4·52	22,22,801	4·00	0·61	4·82	7·48	E. B.
4·60	7·17	63,99,369	2·67	0·30	3·47	5·42	92,61,424	3·87	0·45	5·03	7·84	E. I.
4·86	5·46	50,67,080	4·13	0·53	4·92	5·54	81,18,862	6·62	0·86	7·89	8·88	G. I. P.
6·84	10·3	14,88,724	3·18	0·43	3·79	5·72	32,48,354	6·94	0·94	8·27	12·5	M. & S. M
5·19	8·45	3,82,643	2·56	0·35	3·37	5·50	5,24,193	3·52	0·49	4·62	7·54	N. S.
5·05	5·84	57,28,736	3·34	0·46	4·13	4·78	1,67,79,962	9·78	1·36	12·1	14·0	N. W.
4·10	8·98	7,49,741	3·16	0·61	3·72	8·14	13,69,670	5·79	1·10	6·78	14·9	S. I.
												3′ 3⅜″ Gauge.
3·63	6·18	4,53,788	1·54	0·38	1·95	3·33	12,50,602	4·25	1·04	5·39	9·19	A. B.
*2·28	*7·74	6,31,487	0·96	0·24	1·18	4·00	13,46,419	1·92	0·52	2·51	8·52	B. & N. W.
5·12	9·30	21,21,526	3·52	0·77	4·27	7·75	33,56,145	5·56	1·23	6·75	12·3	B. B. & C. I.
3·00	4·88	15,69,434	2·76	0·63	3·38	5·51	32,01,098	5·64	1·27	6·91	11·2	Burma.
3·14	5·20	5,64,450	1·92	0·42	2·32	3·85	11,73,357	4·00	0·87	4·82	7·98	E. B.
2·98	5·99	2,15,362	1·51	0·36	1·93	3·87	6,85,188	4·79	1·14	6·13	12·3	Jodhpur.
3·37	8·20	14,07,412	2·68	0·69	3·16	7·70	24,79,758	4·72	1·22	5·58	13·6	M. & S. M.
3·89	7·39	2,71,641	2·56	0·61	2·87	5·46	4,32,037	3·84	0·97	4·55	8·66	N. S.
2·54	8·66	1,13,169	0·82	0·27	1·04	3·50	3,89,824	2·82	0·91	3·55	12·1	R. & K.
3·18	7·74	17,10,746	2·76	0·81	3·11	7·58	31,35,931	5·04	1·48	5·71	13·9	S. I.
												2′ 6″ & 2′ 0″ Gauges.
3·67	10·2	2,53,780	1·90	0·78	2·39	6·59	3,28,583	2·46	1·02	3·09	8·54	B. N.
3·92	12·6	52,936	1·94	1·45	2·15	6·92	89,143	3·28	2·44	3·62	11·7	B. B. & C. I.
1·86	8·94	18,975	2·56	2·95	2·59	12·5	11,169	1·44	1·73	1·52	7·33	E. B.
1·57	10·6	52,821	1·62	0·94	1·76	11·9	64,425	1·98	1·15	2·14	14·5	G. I. P.
6·51	7·07	3,30,076	3·93	2·06	4·71	5·11	7,83,847	9·33	4·89	11·2	12·1	N. W.
3·23	8·30	36,915	3·60	2·15	3·81	9·81	50,993	4·98	2·97	5·28	13·6	S I.

and Renewals.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING EXPENSES—		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
87	88	89	90	91	92	93	94	95
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	5,70,386	0·54	0·07	0·74	1·06	76,35,088	7·21	0·91
Bombay, Baroda and Central India	3,33,860	0·69	0·09	0·83	0·83	69,80,136	14·4	1·80
Eastern Bengal	2,30,317	0·48	0·07	0·50	0·77	36,89,220	6·56	1·01
East Indian	13,03,626	0·55	0·06	0·71	1·11	1,65,77,112	6·92	0·80
Great Indian Peninsula	9,65,241	0·79	0·10	0·94	1·05	1,40,86,871	11·5	1·48
Madras and Southern Mahratta	3,21,532	0·68	0·09	0·82	1·24	49,96,998	10·7	1·44
Nizam's State	98,546	0·80	0·09	0·87	1·41	11,33,640	7·84	1·04
North Western	14,67,719	0·86	0·12	1·06	1·22	2,36,25,941	13·8	1·92
South Indian	1,34,802	0·57	0·11	0·67	1·46	23,00,133	9.71	1·86
3′ 3⅜″ GAUGE.								
Assam Bengal	1,31,133	0·45	0·11	0·57	0·96	18,19,777	6·19	1·52
Bengal and North Western	2,74,268	0·32	0·11	0·51	1·73	27,60,168	4·00	1·06
Bombay, Baroda and Central India	2,75,693	0·46	0·10	0·56	1·00	56,05,301	9·29	2·05
Burma	3,16,826	0·56	0·12	0·68	1·12	50,75,543	8·94	2·02
Eastern Bengal	1,05,085	0·32	0·08	0·43	0·71	18,38,742	6·24	1·36
Jodhpur	1,31,916	0·92	0·22	1·18	2·37	10,58,635	7·40	1·76
Madras and Southern Mahratta	3,14,667	0·60	0·16	0·71	1·72	40,69,615	7·75	2·00
Nizam's State	73,135	0·64	0·17	0·77	1·46	7,96,191	7·20	1·80
Rohilkund and Kumaon	71,066	0·51	0·17	0·65	2·20	5,71,467	4·13	1·34
South Indian	2,66,192	0·43	0·13	0·49	1·18	51,27,799	8·24	2·42
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	83,586	0·63	0·26	0·81	2·17	6,62,219	4·96	2·05
Bombay, Baroda and Central India	12,919	0·48	0·35	0·52	1·69	1,59,382	5·87	4·37
Eastern Bengal	3,225	0·48	0·50	0·44	2·11	32,934	4·32	5·11
Great Indian Peninsula	17,294	0·53	0·31	0·58	3·89	1,34,295	4·12	2·40
North Western	86,039	1·03	0·54	1·23	1·33	12,39,700	14·2	7·71
South Indian	7,222	0·70	0·42	0·75	1·92	95,643	9·33	5·57

Class 1 Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and since shown as earnings.

POWER—*concl'd.*

(B. III.)		Total—Replacement and Renewal Appropriation to Depreciation Reserve Fund B. IV.					Total Maintenance and Supply of Locomotive power—(Total Abstract B).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentag of total working expenses under abstracts A. to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
96	97	98	99	100	101	102	103	104	105	106	107	108
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
9·91	14·2	3,78,141	0·35	0·04	0·49	0·70	1,46,62,688	13·8	1·74	19·3	27·3	B. N.
17·7	17·4	3,62,054	0·75	0·09	0·92	0·90	1,02,69,881	21·2	2·65	26·1	25·6	B. B. & C. I.
7·99	12·4	10,17,923	1·76	0·28	2·21	3·43	73,75,154	13·1	2·03	16·0	24·8	E. B.
9·00	14·0	39,66,962	1·66	0·19	2·15	3·36	3,21,85,349	13·4	1·55	17·5	27·3	E. I.
13·7	15·4	25,57,449	2·08	0·26	2·48	2·80	2,32,34,697	18·9	2·43	22·6	25·4	G. I. P.
12·7	19·2	4,67,590	1·00	0·14	1·19	1·80	87,66,736	18·7	2·53	22·3	33·7	M. & S. M.
9·99	16·3	1,46,934	0·96	0·13	1·30	2·11	20,41,786	14·2	1·87	18·0	29·3	N. S.
17·0	19·7	32,28,299	1·88	0·26	2·33	2·69	3,58,35,040	20·9	2·91	25·8	29·9	N. W.
11·4	25·0	8,956	0·04	0·01	0·05	0·10	33,39,846	14·1	2·70	16·6	36·3	S. I.
												3′ 3⅜″ Gauge.
7·85	13·4	1,57,758	0·54	0·13	0·68	1·16	31,21,309	10·6	2·60	13·5	22·9	A. B.
5·15	17·5	†	†	†	†	†	42,94,706	6·24	1·65	8·01	27·2	B. & N. W.
11·3	20·5	4,19,370	0·69	0·15	0·84	1·53	94,87,505	15·7	3·47	19·1	34·6	B. B. & C. I.
10·9	17·8	7,89,690	1·39	0·31	1·70	2·77	80,80,686	14·2	3·22	17·4	28·3	Burma.
7·55	12·5	5,22,305	1·76	0·39	2·15	3·56	34,29,440	11·5	2·53	14·1	23·3	E. B.
9·48	19·4	62,741	0·44	0·10	0·56	1·13	15,77,939	11·0	2·62	14·1	28·4	Jodhpur.
9·15	22·3	2,04,824	0·39	0·10	0·46	1·12	62,57,690	11·9	3·08	14·1	34·2	M. & S. M.
8·40	16·0	80,092	0·80	0·18	0·85	1.61	13,78,677	12·5	3·11	14·6	27·7	N. S.
5·21	17·7	5,160	0·04	0·01	0·05	0·16	9,39,288	6·79	2·20	8·54	29·1	R. & K.
9·33	22·7	9,654	0·02	0·00	0·02	0·06	73,65,148	11·8	3·48	13·4	32·6	S. I.
												2′ 6″ & 2′ 0″ Gauges.
6·23	17·2	11,867	0·09	0·03	0·11	0·31	11,77,497	8·82	3·64	11·1	30·6	B. N.
6·47	20·9	21,682	0·79	0·59	0·88	2·84	2,85,676	10·5	7·83	11·6	37·4	B. B. & C. I
4·50	21·6	5,806	0·80	0·90	0·79	3·81	53,104	0·44	8·23	7·25	34·8	E. B.
4·47	30·2	..	..	..	..	..	1,83,988	5·65	3·28	6·12	41·4	G. I. P.
17·7	19·2	1,46,771	1·75	1·91	2·09	2·27	19,44,413	22·2	12·1	27·7	30·1	N. W.
9·89	25·4	..	..	..	..	..	1,35,568	13·2	7·90	14·0	36·0	S. I.

† Included in the respective heads.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.
109	110	111	112	113	114	115
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	5,70,963	1·59	0·74	1·06	2,91,170	3·37
Bombay, Baroda and Central India	3,09,437	1·75	0·79	0·77	2,65,926	4·11
Eastern Bengal	3,36,785	1·90	0·73	1·13	1,31,036	1·56
East Indian	11,29,059	1·22	0·61	0·96	6,10,194	2·17
Great Indian Peninsula	9,60,253	2·00	0·82	1·05	4,39,612	2·42
Madras and Southern Mahratta	2,56,250	1·73	0·65	0·99	1,32,870	0·89
Nizam's State	81,381	1·79	0·72	1·17	11,713	0·84
North Western	11,71,399	1·99	0·84	0·98	4,51,092	1·82
South Indian	71,029	1·34	0·35	0·77	33,508	1·18
3′ 3¾″ Gauge.						
Assam-Bengal	1,20,828	1·17	0·52	0·89	29,757	0·69
Bengal and North Western	1,14,356	0·53	0·21	0·73	**	**
Bombay, Baroda and Central India	5,27,177	2·33	1·06	1·93	2,20,015	2·46
Burma	3,18,014	1·67	0·69	1·12	66,542	0·94
Eastern Bengal	1,66,876	1·47	0·69	1·14	99,973	1·94
Jodhpur	1,06,010	1·94	0·95	1·91	6,766	0·36
Madras and Southern Mahratta	1,37,891	0·95	0·31	0·76	57,580	0·40
Nizam's State	58,825	2·06	0·62	1·18	9,725	0·78
Rohilkund and Kumaon	30,690	0·97	0·28	0·95	**	**
South Indian	2,03,142	1·16	0·37	0·90	82,305	0·83
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	41,770	1·08	0·39	1·09	48,817	2·33
Bombay, Baroda and Central India	3,176	0·65	0·13	0·42	12,143	3·89
Eastern Bengal	1,132	0·94	0·15	0·74	1,479	1·30
Great Indian Peninsula	12	0·00	0·00	0·00	§42,765	§7·04
North Western	43,653	2·58	0·62	0·68	23,802	2·88
South Indian	3,379	1·31	0·35	0·90	3,398	1·84

** Included in Workshop Repairs.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK.

Running repairs—[C. II-1 (a)].		Coaching vehicles—(b) workshop repairs—[C. II-1 (b)]				Goods vehicles—(a) running repairs—[C. II-3 (a)].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
116	117	118	119	120	121	122	123	124	125	126
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·38	0·54	14,48,527	16·8	1·88	2·70	13,59,813	4·99	1·77	2·53	B. N.
0·68	0·66	15,84,458	24·5	4·02	3·96	5,00,531	4·45	1·27	1·25	B. B. & C. I.
0·28	0·44	9,76,260	11·6	2·13	3·28	1,67,807	1·80	0·36	0·57	E. B.
0·33	0·52	32,73,298	11·6	1·78	2·77	19,49,917	3·02	1·06	1·65	E. I.
0·38	0·48	22,76,619	12·5	1·96	2·48	12,22,363	4·09	1·05	1·34	G. I. P.
0·34	0·51	8,12,006	5·49	2·07	3·12	1,69,984	1·15	0·43	0·65	M. & S. M.
0·10	0·17	1,70,550	12·2	1·51	2·45	44,007	1·40	0·39	0·63	N. S.
0·33	0·38	28,93,717	11·7	2·09	2·41	11,53,573	3·38	0·83	0·96	N. W.
0·17	0·36	2,25,079	7·93	1·11	2·44	33,344	1·36	0·17	0·36	S. I.
										3′3⅜″ Gauge.
0·13	0·22	4,37,543	10·2	1·89	3·21	67,033	1·11	0·29	0·49	A. B.
**	**	*5,23,502	*6·42	*0·98	*3·31	**	**	**	**	B. & N. W.
0·44	0·80	10,12,890	11·3	2·04	3·70	2,09,934	1·53	0·42	0·77	B. B. & C. I.
0·14	0·23	3,59,902	5·11	0·78	1·26	1,57,700	1·32	0·34	0·55	Burma.
0·41	0·68	6,28,431	12·2	2·58	4·28	80,658	1·30	0·33	0·55	E. B.
0·06	0·12	1,92,247	10·3	1·72	3·46	—27,514	—0·76	—0·25	—0·49	Jodhpur.
0·13	0·31	5,10,477	3·53	1·15	2·79	98,980	0·68	0·22	0·54	M. & S. M.
0·10	0·20	1,39,188	11·2	1·47	2·79	25,494	1·58	0·27	0·51	N. S.
**	**	†1,15,233	†8·11	†1·05	†3·56	**	**	**	**	R. & K.
0·15	0·36	4,86,926	4·91	0·88	2·16	54,629	0·72	0·10	0·24	S. I.
										2′ 6″ & 2′ 0″ Gauges.
0·46	1·27	1,55,682	7·42	1·46	4·04	39,266	2·24	0·37	1·02	B. N.
0·49	1·59	510	0·16	0·02	0·07	31,935	18·2	1·30	4·18	B. B. & C. I.
0·20	0·97	2,785	2·44	0·38	1·83	421	7·18	0·06	0·28	E. B.
§1·42	§9·61	..	..	..	..	‡	‡	‡	‡	G. I. P.
0·34	0·37	1,59,664	19·3	2·28	2·47	41,733	4·82	0·59	0·65	N. W.
0·35	0·90	901	0·49	0·09	0·24	1,010	1·38	0·11	0·27	S. I.

* Includes Running Repairs and Renewals.
† Includes Running Repairs.
‡ Included under Coaching Vehicles.
§ Includes Running Repairs figures for Goods Vehicles.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GOODS VEHICLES—(*b*) WORKSHOP REPAIRS—[C. II.-3 (*b*)].				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.
127	128	129	130	131	132	133	134
5′6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	23,84,229	8·74	3·10	4·44	2,09,729	0·58	0·27
Bombay, Baroda and Central India	9,33,908	8·25	2·37	2·33	1,33,231	0·75	0·34
Eastern Bengal	5,46,619	5·86	1·18	1·84	74,507	0·52	0·16
East Indian	27,42,804	4·25	1·49	2·32	4,19,962	0·46	0·23
Great Indian Peninsula	11,32,234	3·79	0·97	1·24	2,65,140	0·55	0·23
Madras and Southern Mahratta	5,55,489	3·76	1·41	2·13	1,41,992	0·96	0·36
Nizam's State	2,03,731	6·47	1·80	2·93	6,656	0·14	0·05
North Western	20,24,189	5·92	1·46	1·69	6,03,963	1·02	0·44
South Indian	1,59,697	6·51	0·79	1·74	2,983	0·06	0·01
3′3⅜″ GAUGE.							
Assam-Bengal	3,13,359	5·20	1·35	2·30	12,762	0·12	0·05
Bengal and North Western	*3,81,465	*2·89	*0·71	*2·42	28,849	0·13	0·05
Bombay, Baroda and Central India	4,42,654	3·23	0·89	1·62	1,38,366	0·61	0·28
Burma	6,14,161	5·13	1·33	2·15	67,591	0·36	0·15
Eastern Bengal	2,59,506	4·19	1·06	1·76	19,023	0·17	0·08
Jodhpur	1,19,851	3·33	1·07	2·15	6,184	0·11	0·06
Madras and Southern Mahratta	2,68,022	1·85	0·60	1·47	28,864	0·20	0·06
Nizam's State	1,22,501	7·57	1·29	2·46	4,458	0·16	0·05
Rohilkund and Kumaon	‡76,753	‡4·27	‡0·70	‡2·37	6,760	0·21	0·06
South Indian	1,72,516	2·27	0·31	0·76	82,099	0·47	0·15
2′6″ AND 2′0″ GAUGES.							
Bengal-Nagpur	83,791	4·77	0·79	2·18	1,872	0·05	0·02
Bombay, Baroda and Central India	21	0·01	0·00	0·00	..	..	..
Eastern Bengal	158	2·70	0·02	0·10	2	0·00	0·00
Great Indian Peninsula	..	..	..	..	90	0·01	0·00
North Western	53,712	6·20	0·77	0·83	6,347	0·38	0·09
South Indian	1,040	1·43	0·11	0·28	118	0·05	0·01

* Includes Running Repairs and Renewals.
§ Included under coaching vehicles.
‡ Includes Running Repairs.

Class I Railways for the year 1934-35—contd.

$\frac{\text{Depreciation Reserve Fund}}{\text{Replacement and Renewal Works}}$ which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—*contd.*

(C. II-5)	Total Ordinary Repairs and Maintenance—(C-II).				Operating Expenses—(C-III).				
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
135	136	137	138	139	140	141	142	143	144
	Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·39	57,24,935	15·9	7·43	10·6	4,92,776	1·37	0·64	0·92	B. N.
0·33	32,66,519	18·4	8·30	8·16	4,62,568	2·61	1·17	1·16	B. B. & C. I.
0·25	18,05,276	10·2	3·91	6·08	3,53,233	1·99	0·77	1·19	E. B.
0·36	91,17,752	9·85	4·95	7·72	17,81,929	1·92	0·97	1·51	E. I.
0·29	54,60,257	11·4	4·69	5·97	13,43,108	2·79	1·15	1·47	G. I. P.
0·55	22,23,760	15·0	5·66	8·54	2,55,658	1·73	0·66	0·98	M. & S. M.
0·09	4,51,738	9·93	3·98	6·49	88,132	1·94	0·78	1·26	N. S.
0·51	72,82,243	12·4	5·25	6·08	22,39,001	3·80	1·61	1·87	N. W.
0·03	4,55,733	8·61	2·26	4·94	1,82,154	3·44	0·90	1·98	S. I.
									3′ 3⅜″ Gauge.
0·09	8,44,347	8·18	3·64	6·20	1,26,474	1·22	0·55	0·93	A. B.
0·18	9,42,443	4·41	1·76	5·96	1,12,612	0·63	0·21	0·71	B. & N. W.
0·50	19,92,960	8·81	4·01	7·28	3,43,594	1·52	0·69	1·25	B. B. & C. I.
0·24	12,58,545	6·62	2·72	4·41	2,07,727	1·09	0·44	0·73	Burma.
0·13	10,87,869	9·59	4·46	7·40	1,53,013	1·35	0·63	1·04	E. B.
0·11	3,02,863	5·55	2·71	5·45	74,057	1·36	0·66	1·33	Jodhpur.
0·16	9,40,492	6·50	2·11	5·14	1,32,833	0·92	0·30	0·73	M. & S. M.
0·08	3,03,796	10·6	3·20	6·09	49,850	1·74	0·53	1·00	N. S.
0·21	1,99,802	12·6	1·82	6·17	41,791	1·30	0·37	1·30	R. & K.
0·36	9,17,306	5·24	1·66	4·06	3,58,332	2·04	0·65	1·58	S. I.
									2′ 6″ & 2′ 0″ Gauges.
0·05	3,33,518	8·65	3·14	8·66	69,661	1·81	0·65	1·81	B. N.
..	46,877	9·61	1·90	6·13	17,364	3·56	0·71	2·27	B. B. & C. I.
0·00	4,825	4·02	0·66	3·17	2,909	2·43	0·40	1·91	E. B.
0·02	42,213	6·95	1·40	9·49	13,566	2·23	0·45	3·05	G. I. P.
0·10	3,29,730	19·4	4·70	5·11	1,16,047	6·85	1·66	1·80	N. W.
0·03	6,467	2·51	0·67	1·72	9,136	3·55	0·94	2·43	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL — REPLACEMENT AND RENEWAL — APPROPRIATION TO DEPRECIATION RESERVE FUND — C-IV.			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
145	146	147	148	149
5′ 6″ GAUGE.	Rs.	Rs.	As.	
Bengal-Nagpur	18,35,347	5·11	2·39	3·42
Bombay, Baroda and Central India	16,72,111	9·44	4·25	4·18
Eastern Bengal	16,70,593	9·43	3·62	5·62
East Indian	73,92,683	7·98	4·01	6·26
Great Indian Peninsula	46,44,382	9·66	3·99	5·08
Madras and Southern Mahratta	15,93,574	10·8	4·06	6·12
Nizam's State	2,44,889	5·39	2·16	3·52
North Western	55,10,777	9·35	3·98	4·60
South Indian	1,54,422	2·92	0·77	1·68
3′ 3⅜″ GAUGE.				
Assam-Bengal	89,726	0·87	0·39	0·66
Bengal and North-Western	*	*	*	*
Bombay, Baroda and Central India	8,52,083	3·77	1·72	3·11
Burma	12,78,170	6·72	2·76	4·48
Eastern Bengal	8,91,409	7·86	3·66	6·06
Jodhpur	74,021	1·35	0·66	1·33
Madras and Southern Mahratta	4,44,620	3·07	1·00	2·43
Nizam's State	1,33,488	4·67	1·41	2·68
Rohilkund and Kumaon	1,63,256	9·09	1·49	5·05
South Indian	7,57,918	4·33	1·37	3·35
2′ 6″ AND 2′ 0″ GAUGES.				
Bengal-Nagpur	86	0·00	0·00	0·00
Bombay, Baroda and Central India	..	..	..	..
Eastern Bengal	13,576	11·3	1·85	8·90
Great Indian Peninsula	..	..	..	..
North Western	1,77,713	10·5	2·54	2·75
South Indian	74	0·03	0·01	0·02

* Included in the respective heads.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—*concld.*

Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
150	151	152	153	154
Rs.	Rs.	As.		5′ 6″ Gauge.
86,24,021	24·0	11·2	16·1	B. N.
57,10,635	32·2	14·5	14·3	B. B. & C. I.
41,65,887	23·5	9·03	14·0	E. B.
1,94,21,423	21·0	10·5	16·5	E. I.
1,24,08,000	25·8	10·7	13·6	G. I. P.
43,29,242	29·3	11·0	16·6	M. & S. M.
8,66,140	19·1	7·64	12·4	N. S.
1,62,03,420	27·5	11·7	13·5	N. W.
8,58,019	16·2	4·25	9·31	S. I.
				3′ 3⅜″ Gauge.
11,81,375	11·4	5·10	8·68	A. B.
11,69,411	5·57	2·18	7·40	B. & N. W.
37,15,814	16·4	7·48	13·6	B. B. & C. I.
30,62,456	16·1	6·61	10·7	Burma.
22,99,167	20·3	9·44	15·6	E. B.
5,56,951	10·2	4·98	10·0	Jodhpur.
16,55,836	11·4	3·72	9·06	M. & S. M.
5,45,959	19·1	5·76	11·0	N. S.
4,35,639	13·5	3·96	13·5	R. & K.
22,18,148	12·7	4·02	9·81	S. I.
				2′ 6″ & 2′ 0″ Gauges.
4,45,035	11·5	4·18	11·6	B. N.
67,417	13·8	2·74	8·82	B. B. & C. I.
22,442	18·7	3·06	14·7	E. B.
55,791	9·18	1·85	12·5	G. I. P.
6,67,143	39·2	9·52	10·3	N. W.
18,737	7·28	1·94	4·98	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C (*a*)—MAINTE

Railway.	GENERAL ADMINISTRATION—C (*a*) I.				SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINES—ORDINARY REPAIRS AND MAINTENANCE [C (*a*) II 1 AND 2].				MULTIPLE UNIT STOCK [C(*a*) II 3(*a*)*i*+4(*a*)*i*].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
155	156	157	158	159	160	161	162	163	164	165
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	2,93,943	1·53	0·56	0·74	85,278	5·63	0·66	0·22	77,134	5·10
Great Indian Peninsula .	4,56,786	6·52	1·38	0·51	4,80,101	6·85	1·46	0·52	1,78,129	14·2
3′ 3⅜″ GAUGE.										
South Indian . . .	53,347	8·23	0·95	0·24	27,125	4·19	0·49	0·12	25,560	10·2

TABLE C (*a*)—MAINTENANCE

Railway.	ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C(*a*) II 5—9].				TOTAL—ORDINARY AND MAINTE [C(*a*)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
177	178	179	180	181	182	183	184	185	186	187
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,69,671	4·65	1·53	1·93	9,22,574	4·80
Great Indian Peninsula .	2,66,598	4·63	1·97	0·29	94,791	1·35	0·29	0·11	18,36,918	26·2
3′ 3⅜″ GAUGE.										
South Indian . . .	953	0·65	0·30	0·00	5,925	0·91	0·11	0·03	69,084	10·7

TABLE C (*a*)—MAINTENANCE

Railway.	OIL, WASTE AND OTHER STORES. [C (*a*) III 4].				TOTAL OPERATING EXPENSES. (C (*a*) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
199	200	201	202	203	204	205	206	207
5′6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	17,766	1·17	0·14	0·05	18,72,504	9·74	3·58	4·67
Great Indian Peninsula .	1,20,212	4·44	0·78	0·12	51,49,621	73·5	15·5	5·62
3′ 3⅜″ GAUGE.								
South Indian . . .	9,140	1·41	0·16	0·04	2,64,688	49·8	4·76	1·16

NOTE.—The figures shown against the B. B. and C. I. Railway are only approximates as the original

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

NANCE OF ELECTRIC SERVICE.

—Running Repairs.		Multiple unit stock—Workshop repairs—[C(*a*) II 3 (*b*) i +4 (*b*) i].				Electric Locomotives—Running Repairs—[C (*a*) II 3(*a*) *ii*+4 (*a*) *ii*].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
166	167	168	169	170	171	172	173	174	175	176
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·60	0·19	..	..	..	..	5,269	0·35	0·04	0·01	B. B. & C. I.
0·91	0·20	5,59,132	44·6	2·85	0·61	2,94,819	5·12	2·17	0·32	G. I. P.
										3′ 3⅜″ Gauge.
0·49	0·12	6,311	2·52	0·12	0·03	3,210	2·23	1·01	0·01	S. I.

OF ELECTRIC SERVICE—*contd.*

Repairs nance. II].		Running Staff—Operating Expenses. [C(*a*)III 1].				Electric Current (for traction purposes only). [C(*a*) III 2].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
188	189	190	191	192	193	194	195	196	197	198
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1·77	2·31	4,18,148	27·6	3·24	1·04	10,62,988	70·3	8·24	2·65	B. B. & C. I.
5·53	2·01	17,20,816	49·0	11·1	1·89	32,89,275	94·6	19·1	3·60	G. I. P.
										3′ 3⅜″ Gauge.
1·24	0·31	42,725	6·58	0·76	0·19	1,91,101	29·5	3·44	0·84	S. I.

OF ELECTRIC SERVICE—*concld.*

Total Replacement and Renewal Appropriation to Depreciation Reserve Fund [C (*a*)—IV].				Total Maintenance of Electric Service [Total Abstract C(*a*)].				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
208	209	210	211	212	213	214	215	216
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
83,940	0·44	0·16	0·20	31,72,961	16·5	6·07	7·92	B. B. & C. I.
20,88,258	29·8	6·29	2·28	95,31,583	136·0	28·7	10·4	G. I. P.
								3′ 3⅜″ Gauge.
8,169	1·26	0·15	0·04	3,95,288	61·0	7·10	1·75	S. I.

figures furnished by this Railway have been recast on the lines of the G. I. P. Railway Statement.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES

Railway.	General Administration—(E. I.)			Station
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.
217	218	219	220	221
5′ 6″ Gauge.	Rs.	As.		Rs.
Bengal-Nagpúr	12,44,989	1·62	2·32	45,70,588
Bombay, Baroda and Central India	7,58,358	1·93	1·89	41,00,314
Eastern Bengal	6,06,106	1·31	2·04	33,83,297
East Indian	24,72,435	1·34	2·09	1,09,58,726
Great Indian Peninsula	16,41,366	1·20	1·79	67,30,173
Madras and Southern Mahratta	3,63,975	0·93	1·40	21,00,708
Nizám's State	1,42,835	1·26	2·05	4,65,067
North Western	18,93,266	1·37	1·58	1,16,76,970
South Indian	1,73,911	0·86	1·89	6,32,179
3′ 3⅜″ Gauge.				
Assam-Bengal	3,48,718	1·50	2·56	11,62,247
Bengal and North Western	5,12,468	0·96	3·24	15,08,231
Bombay, Baroda and Central India	5,08,344	1·03	1·86	22,65,957
Burma	6,37,085	1·37	2·23	22,95,817
Eastern Bengal	4,54,016	1·87	3·09	13,81,137
Jodhpur	1,35,512	1·21	2·44	3,20,575
Madras and Southern Mahratta	3,25,778	0·73	1·79	17,79,056
Nizam's State	1,05,056	1·11	2·11	4,30,910
Rohilkund and Kumaon	87,566	0·79	2·71	2,87,197
South Indian	4,42,119	0·73	1·95	18,25,355
2′ 6″ & 2′ 0″ Gauges.				
Bengal-Nagpur	67,148	0·63	1·74	3,46,274
Bombay, Baroda and Central India	7,452	0·30	0·97	53,530
Eastern Bengal	2,595	0·35	1·70	17,113
Great Indian Peninsula	1	0·00	0·00	*54,899
North Western	99,817	1·42	1·55	4,07,390
South Indian	8,996	0·93	2·39	23,691

* Includes train
† Included under
‡ Includes Travelling

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF TRAFFIC DEPARTMENT.

Staff—E. III. 1 (*b*).		Train Staff including their mileage and overtime—E. III. 1 (*c* & *d*).			Railway.
Per train mile. 222	Percentage of total working expenses under abstracts A to G. 223	Total amount. 224	Per train mile. 225	Percentage of total working expenses under abstracts A to G. 226	227
As.		Rs.	As.		5′ 6″ Gauge.
5·93	8·51	13,03,786	1·69	2·43	B. N.
10·4	10·2	6,38,596	1·62	1·59	B. B. & C. I.
7·33	11·4	6,37,171	1·38	2·14	E. B.
5·95	9·28	29,77,016	1·62	2·52	E. I.
4·94	7·36	16,10,061	1·19	1·76	G. I. P.
5·35	8·07	4,43,824	1·13	1·70	M. & S. M.
4·10	6·68	1,22,738	1·08	1·76	N. S.
8·42	9·74	20,87,213	1·51	1·74	N. W.
3·13	6·87	2,04,360	1·02	2·22	S. I.
					3′ 3¾″ Gauge.
5·01	8·54	2,31,595	1·00	1·70	A. B.
2·81	9·54	3,99,234	0·74	2·53	B. & N. W.
4·56	8·28	6,09,144	1·23	2·22	B. B. & C. I.
4·95	8·05	5,02,228	1·11	1·76	Burma.
5·68	9·40	3,32,278	1·36	2·26	E. P.
2·87	5·76	91,451	0·82	1·64	Jodhpur.
4·00	9·73	4,55,531	1·02	2·49	M. & S. M.
4·55	8·65	90,641	0·95	1·82	N. S.
2·61	8·88	‡63,828	‡0·59	‡1·97	R. & K.
3·00	8·07	4,90,790	0·81	2·17	S. I.
					2′ 6″ & 2′ 0″ Gauges.
3·26	9·00	1,15,737	1·08	3·01	B. N.
2·17	7·00	10,147	0·41	1·32	B. B. & C. I.
2·33	11·2	281	0·04	0·19	E. B.
*1·83	*12·3	†	†	†	G. I. P.
5·81	6·31	1,14,777	1·64	1·77	N. W.
2·45	6·30	8,617	0·90	2·28	S. I.

and other staff.
Station Staff.
ticket examining Staff.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF

Railway.	OTHER STAFF.—E. III. 1 (*a* & *e*).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount	Per train mile.	Percentage of total working expenses under abstracts A to G.
228	229	230	231	232	233	234
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,98,541	0·51	0·74	6,03,553	0·78	1·12
Bombay, Baroda and Central India	3,85,367	0·98	0·96	2,05,483	0·52	0·52
Eastern Bengal	3,82,349	0·83	1·29	3,07,889	0·67	1·03
East Indian	12,58,328	0·68	1·06	17,39,699	0·95	1·47
Great Indian Peninsula	8,13,680	0·60	0·89	11,40,886	0·83	1·24
Madras and Southern Mahratta	1,33,614	0·34	0·52	3,47,298	0·89	1·34
Nizam's State	39,818	0·35	0·58	54,327	0·48	0·79
North Western	5,53,184	0·39	0·46	§22,96,929	1·65	1·91
South Indian	89,504	0·44	0·97	1,56,730	0·78	1·70
3′ 3⅜″ GAUGE.						
Assam-Bengal	1,29,140	0·56	0·95	2,05,982	0·89	1·51
Bengal and North-Western	..	..	..	3,46,332	0·65	2·19
Bombay, Baroda and Central India	3,59,554	0·72	1·31	1,33,274	0·27	0·49
Burma	2,42,075	0·51	0·85	2,94,822	0·63	1·04
Eastern Bengal	1,96,259	0·81	1·33	2,01,340	0·83	1·37
Jodhpur	34,468	0·31	0·62	1,08,182	0·97	1·95
Madras and Southern Mahratta	1,19,049	0·27	0·65	2,80,239	0·63	1·53
Nizam's State	29,011	0·31	0·59	57,996	0·61	1·16
Rohilkund and Kumaon	*16,366	*0·15	*0·51	78,072	0·71	2·41
South Indian	2,40,582	0·40	1·06	5,59,986	0·92	2·47
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	26,451	0·25	0·69	57,644	0·54	1·49
Bombay, Baroda and Central India	3,390	0·14	0·44	2,033	0·08	0·26
Eastern Bengal	1,149	0·16	0·75	..	..	..
Great Indian Peninsula	†	†	†	4,801	0·16	1·08
North Western	32,701	0·46	0·51	‡1,05,295	1·50	1·63
South Indian	8,482	0·87	2·26	2,055	0·22	0·55

* Does not include Travelling

† Included under

§ Includes Rs. 11,31,280 on account of lighting charges

‡ do. Rs. 43,904 do.

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TRAFFIC DEPARTMENT—*contd.*

Clothing—(E.-III-4.)			Stationery forms and tickets—(E.-III-5).			Compensation for goods, etc., lost or damaged—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
235	236	237	238	239	240	241	242	243	244
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
1,03,610	0·14	0·19	1,57,120	0·21	0·29	27,342	0·04	0·05	B. N.
60,596	0·15	0·15	1,81,233	0·46	0·45	16,816	0·04	0·04	B. B. & C. I.
16,034	0·03	0·05	1,79,773	0·39	0·61	17,079	0·04	0·06	E. B.
3,01,627	0·16	0·26	4,73,468	0·26	0·40	85,736	0·05	0·07	E. I.
73,214	0·05	0·08	2,53,600	0·19	0·28	59,193	0·04	0·07	G. I. P.
21,108	0·05	0·08	98,889	0·25	0·38	14,297	0·04	0·05	M. & S. M.
10,453	0·09	0·15	34,870	0·31	0·50	7,812	0·07	0·11	N. S.
2,59,464	0·19	0·21	5,41,312	0·39	0·45	44,909	0·03	0·04	N. W.
6,553	0·03	0·07	68,779	0·34	0·75	2,862	0·01	0·03	S. I.
									3′ 3⅜″ Gauge.
9,771	0·04	0·07	63,674	0·27	0·47	5,898	0·03	0·04	A. B.
34,777	0·06	0·22	1,13,380	0·21	0·72	14,460	0·03	0·09	B. & N. W.
44,934	0·09	0·16	91,077	0·18	0·33	12,480	0·03	0·05	B. B. & C. I.
29,500	0·06	0·10	1,13,460	0·25	0·40	11,146	0·02	0·04	Burma.
34,093	0·14	0·23	92,293	0·38	0·63	8,454	0·03	0·06	E. B.
12,978	0·12	0·23	35,410	0·32	0·64	544	0·00	0·01	Jodhpur.
26,295	0·06	0·14	1,23,691	0·28	0·68	7,605	0·02	0·04	M. & S. M.
9,635	0·10	0·19	26,633	0·28	0·53	3,222	0·03	·07	N. S.
7,696	0·07	0·24	24,979	0·23	0·77	2,400	0·02	0·07	R. & K.
18,734	0·03	0·08	1,76,044	0·29	0·78	1,318	0·00	0·01	S. I.
									2′ 6″ & 2′ 0″ Gauges.
7,126	0·07	0·18	3,801	0·04	0·10	..	..	..	B. N.
929	0·04	0·12	6,098	0·25	0·80	51	0·00	0·01	B. B. & C. I.
118	0·02	0·08	642	0·09	0·42	3	0·00	0·00	E. B.
287	0·01	0·06	116	0·00	0·03	..	..	..	G. I. P.
10,949	0·16	0·17	27,324	0·39	0·42	2,339	0·03	0·04	N. W.
230	0·02	0·06	3,188	0·33	0·85	—1	—0·00	—0·00	S. I.

ticket Examining Staff.
station staff.
in trains, booked in accounts against C-III. 3.
do. do.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*					
	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
245	246	247	248	249	250	251
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	81,65,577	10·6	15·2	94,68,913	12·3	17·6
Bombay, Baroda and Central India	60,98,830	15·5	15·2	69,22,818	17·6	17·3
Eastern Bengal	45,75,871	9·91	15·4	52,87,250	11·5	17·8
East Indian	2,05,14,819	11·1	17·4	2,32,43,461	12·6	19·7
Great Indian Peninsula	1,12,76,216	8·29	12·3	1,30,27,851	9·57	14·2
Madras and Southern Mahratta	31,48,950	8·02	12·1	35,49,123	9·04	13·6
Nizam's State	9,5[illegible],033	8·41	13·7	10,98,481	9·68	15·8
North Western	1,53,60,250	11·1	12·8	1,74,53,107	12·6	14·6
South Indian	10,36,660	5·14	11·3	11,83,658	5·86	12·9
3′ 3⅜″ GAUGE.						
Assam-Bengal	18,96,289	8·18	13·9	22,53,008	9·72	16·5
Bengal and North-Western	28,30,138	5·27	17·9	33,42,606	6·23	21·2
Bombay, Baroda and Central India	36,76,789	7·40	13·4	42,23,838	8·51	15·4
Burma	36,43,736	7·86	12·8	43,15,087	9·31	15·1
Eastern Bengal	22,46,373	9·22	15·3	27,61,648	11·3	18·8
Jodhpur	7,77,714	6·96	14·0	9,43,632	8·44	17·0
Madras and Southern Mahratta	27,00,527	6·08	14·8	30,45,400	6·85	16·7
Nizam's State	6,91,766	7·30	13·9	7,99,679	8·44	16·0
Rohilkund and Kumaon	3,49,415	3·18	10·9	4,49,144	4·08	13·9
South Indian	33,70,222	5·55	14·9	37,45,271	6·17	16·6
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	5,80,036	5·46	15·1	6,49,174	6·11	16·9
Bombay, Baroda and Central India	1,09,647	4·45	14·3	1,19,539	4·85	15·6
Eastern Bengal	18,758	2·56	12·3	21,694	2·96	14·2
Great India Peninsula	64,681	2·15	14·5	64,743	2·15	14·6
North Western	6,53,099	9·32	10·1	7,61,501	10·9	11·8
South Indian	46,395	4·80	12·3	54,145	5·60	14·4

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a).]			Accounts and Audit Department—[F. I. 5 (b).]			Stores Department—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
252	253	254	255	256	257	258	259	260	261	262	263	264
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
3,02,029	0·39	0·57	4,00,957	0·52	0·75	9,82,765	1·27	1·83	5,37,359	0·70	1·00	B. N.
1,91,857	0·48	0·48	3,17,277	0·81	0·79	7,26,726	1·85	1·81	4,06,586	1·03	1·02	B. B. & C. I.
..	..	..	4,11,715	0·89	1·38	6,69,585	1·45	2·25	3,42,479	0·74	1·15	E. B.
..	..	..	4,17,915	0·23	0·35	24,27,830	1·32	2·06	11,86,525	0·65	1·00	E. I.
..	..	..	2,84,962	0·21	0·31	16,49,901	1·21	1·80	8,17,105	0·60	0·89	G. I. P.
1,75,202	0·45	0·68	1,79,099	0·46	0·69	4,43,160	1·12	1·70	1,95,706	0·50	0·75	M. & S. M.
97,699	0·86	1·40	1,35,222	1·19	1·94	1,88,194	1·66	2·70	89,686	0·79	1·29	N. S.
1,35,557	0·10	0·11	9,98,998	0·72	0·83	23,58,540	1·70	1·97	11,87,908	0·86	0·99	N. W.
94,542	0·47	1·03	85,718	0·43	0·93	2,21,591	1·10	2·40	1,33,228	0·66	1·45	S. I.
												3′ 3⅜″ Gauge.
1,83,380	0·79	1·34	1,34,623	0·58	0·99	2,79,140	1·20	2·05	99,654	0·43	0·73	A. B.
2,44,587	0·45	1·55	1,00,613	0·19	0·64	4,31,000	0·81	2·72	64,037	0·12	0·41	B. & N. W.
2,45,254	0·50	0·90	2,35,622	0·47	0·86	5,39,347	1·09	1·97	3,01,200	0·61	1·10	B. B. & C. I.
..	..	..	3,22,895	0·70	1·13	4,44,700	0·96	1·56	1,70,815	0·37	0·60	Burma.
..	..	..	2,00,519	0·82	1·36	3,26,109	1·34	2·22	77,344	0·32	0·53	E. B.
32,055	0·29	0·57	76,346	0·68	1·37	1,81,633	1·62	3·27	77,767	0·70	1·40	Jodhpur.
2,12,690	0·47	1·16	1,37,838	0·31	0·75	2,91,668	0·68	1·60	1,27,983	0·29	0·70	M. & S. M
70,110	0·74	1·41	99,420	1·05	1·99	1,38,647	1·46	2·78	66,044	0·70	1·32	N. S.
70,589	0·64	2·19	49,986	0·46	1·55	1,30,216	1·18	4·03	19,959	0·18	0·62	R. & K.
2,39,051	0·39	1·06	1,89,908	0·31	0·84	5,10,574	0·84	2·26	3,07,144	0·51	1·36	S. I.
												2′ 6″ & 2′ 0″ Gauges.
1,01,594	0·95	2·64	17,072	0·16	0·44	42,304	0·40	1·10	23,031	0·22	0·60	B. N.
5,782	0·23	0·76	8,281	0·33	1·08	20,475	0·84	2·68	1,863	0·08	0·24	B. B. & C. I.
..	..	..	1,715	0·24	1·13	2,790	0·38	1·83	590	0·08	0·39	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
2,083	0·03	0·03	14,690	0·21	0·23	33,509	0·48	0·52	16,137	0·23	0·25	N. W.
8,533	0·89	2·27	1,163	0·12	0·31	4,818	0·50	1·28	3,073	0·32	0·81	S. I.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE F.—EXPENSES OF

Railway.	MEDICAL DEPARTMENT—[F. I. 5 (e)].			TELEGRAPH—[F. I. 5 (f)].			POLICE—[F. I. 5 (g)].		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
265	266	267	268	269	270	271	272	273	274
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	5,44,370	0·71	1·01	3,67,089	0·48	0·68	4,63,993	0·60	0·86
Bombay, Baroda and Central India	2,54,304	0·65	0·64	3,44,424	0·88	0·86	4,43,392	1·13	1·11
Eastern Bengal	2,71,423	0·59	0·91	1,47,792	0·32	0·50	3,44,373	0·75	1·17
East Indian	7,77,383	0·42	0·66	5,36,223	0·29	0·46	8,28,917	0·45	0·70
Great Indian Peninsula	5,86,304	0·43	0·64	10,91,555	0·80	1·20	4,19,285	0·31	0·46
Madras and Southern Mahratta	2,47,409	0·63	0·95	1,95,752	0·50	0·75	3,01,282	0·77	1·16
Nizam's State	85,388	0·75	1·23	54,386	0·48	0·78	95,930	0·85	1·38
North Western	5,71,289	0·41	0·48	8,73,419	0·63	0·73	10,54,041	0·76	0·88
South Indian	85,241	0·42	0·93	56,430	0·28	0·61	89,708	0·44	0·97
3′ 3½″ GAUGE.									
Assam-Bengal	1,93,848	0·84	1·43	87,449	0·38	0·64	1,20,744	0·52	0·89
Bengal and North-Western	1,33,434	0·25	0·84	1,76,215	0·33	1·12	1,17,593	0·21	0·74
Bombay, Baroda and Central India	2,66,008	0·53	0·97	2,84,003	0·57	1·04	3,93,261	0·79	1·43
Burma	3,03,056	0·65	1·06	2,48,252	0·53	0·87	78,790	0·17	0·28
Eastern Bengal	1,11,377	0·46	0·76	55,385	0·23	0·38	33,094	0·13	0·22
Jodhpur	25,494	0·23	0·46	53,925	0·48	0·97	24,464	0·22	0·44
Madras and Southern Mahratta	1,66,112	0·37	0·91	1,64,516	0·36	0·91	2,14,475	0·48	1·18
Nizam's State	64,738	0·68	1·30	46,715	0·49	0·94	1,07,543	1·14	2·16
Rohilkund and Kumaon	23,015	0·21	0·71	30,057	0·27	0·92	27,140	0·25	0·84
South Indian	2,01,309	0·33	0·89	1,31,974	0·22	0·58	2,50,788	0·42	1·11
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	38,545	0·36	1·00	14,323	0·14	0·37	24,667	0·23	0·64
Bombay, Baroda and Central India	1,257	0·05	0·16	3,121	0·13	0·41	13,762	0·56	1·80
Eastern Bengal	446	0·06	0·29	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
North Western	26,056	0·37	0·40	18,953	0·27	0·29	48,771	0·70	0·76
South Indian	3,199	0·33	0·85	1,692	0·17	0·45	9,698	1·00	2·58

Class I Railways for the year 1934-35—contd.

Depreciation Reserve Fund / Replacement and Renewal Works — which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Replacement and Renewal Total Appropriation F. IV to Depreciation Reserve Fund.			Total expenses of General Department (Total Abstract F).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per-train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
275	276	277	278	279	280	281	282	283	284	285	286	287
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
37,47,485	4·86	6·98	5,47,207	0·71	1·02	..	..	..	42,94,692	5·57	8·00	B. N.
27,97,194	7·11	6·99	14,619	0·03	0·04	..	..	..	28,11,813	7·14	7·03	B. B. & C. I.
21,78,647	4·72	7·33	2,38,508	0·52	0·80	..	..	..	24,17,155	5·24	8·13	E. B.
63,68,514	3·46	5·39	14,44,325	0·79	1·22	2,67,040	0·14	0·23	80,79,879	4·39	6·84	E. I.
50,66,705	3·72	5·54	9,37,684	0·69	1·03	1,70,263	0·13	0·18	61,74,652	4·54	6·75	G. I. P.
18,59,403	4·73	7·14	2,13,540	0·55	0·82	—16,308	—0·04	—0·06	20,56,635	5·24	7·90	M. & S. M.
7,64,009	6·74	11·0	61,709	0·54	0·89	..	..	..	8,25,718	7·28	11·9	N. S.
75,38,898	5·44	6·29	7,88,887	0·57	0·66	..	..	..	83,27,785	6·01	6·95	N. W.
7,87,415	3·90	8·55	87,541	0·43	0·95	9,390	0·05	0·10	8,62,117	4·27	9·36	S. I.
												3′ 3⅜″ Gauge.
10,98,486	4·74	8·07	81,457	0·35	0·60	20,767	0·09	0·15	12,00,710	5·18	8·82	A. B.
13,88,388	2·58	8·79	1,65,331	0·31	1·04	..	..	..	15,53,719	2·89	9·83	B. & N. W.
23,58,743	4·75	8·61	3,142	0·00	0·01	..	..	..	23,61,885	4·75	8·62	B. B. & C. I.
15,93,196	3·44	5·59	2,22,979	0·48	0·78	..	..	..	18,16,175	3·92	6·37	Burma.
8,44,873	3·47	5·75	94,921	0·39	0·64	..	..	..	9,39,794	3·86	6·39	E. B.
4,86,267	4·35	8·74	91,638	0·82	1·65	..	..	..	5,77,905	5·17	10·4	Jodhpur.
13,77,986	3·10	7·54	2,83,784	0·64	1·56	27,621	0·06	0·15	16,89,391	3·80	9·24	M. & S. M.
6,06,228	6·40	12·2	1,10,826	1·17	2·22	..	..	..	7,17,054	7·57	14·4	N. S.
3,66,410	3·33	11·3	34,961	0·32	1·08	..	..	..	4,01,371	3·65	12·4	R. & K.
18,98,569	3·13	8·40	2,31,101	0·38	1·02	18,096	0·03	0·48	20,98,518	3·46	9·28	S. I.
												2′ 6″ & 2′ 0″ Gauges.
2,67,874	2·52	6·96	49,444	0·46	1·28	..	..	..	3,17,318	2·98	8·24	B. N.
56,829	2·31	7·43	..	..	..	..	..	..	56,829	2·31	7·43	B. B. & C. I.
5,932	0·81	3·89	1,049	0·14	0·69	..	..	..	6,981	0·95	4·58	E. B.
2,165	0·07	0·48	3,637	0·12	0·82	..	..	..	5,802	0·19	1·30	G. I. P.
1,66,221	2·37	2·58	83,367	1·19	1·29	..	..	..	2,49,588	3·56	3·87	N. W.
33,404	3·45	8·88	5,176	0·54	1·37	..	..	..	38,278	3·96	10·2	S. I.

30.—*Analysis of operating expenses of* ***Class I Railways*** *for the year 1934-35*—contd.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.).		
	Total amount	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
288	289	290	291	292	293	294
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal Nagpur	39,24,599	5·09	7·31	44,70,895	5·80	8·33
Bombay, Baroda and Central India	26,52,593	6·74	6·62	26,81,704	6·81	6·69
Eastern Bengal	20,68,698	4·48	6·96	23,43,606	5·08	7·89
East Indian	78,65,722	4·27	6·66	87,97,432	4·78	7·45
Great Indian Peninsula	56,77,698	4·17	6·21	60,08,766	4·41	6·57
Madras and Southern Mahratta	16,47,919	4·20	6·33	*18,90,046	4·81	7·26
Nizam's State	4,22,836	3·73	6·08	4,53,686	4·00	6·52
North Western	61,14,536	4·41	5·10	63,42,581	4·57	5·29
South Indian	6,30,732	3·12	6·84	7,04,203	3·49	7·64
3′ 3⅜″ GAUGE.						
Assam-Bengal	8,03,245	3·46	5·90	8,89,595	3·83	6·53
Bengal and North-Western	6,45,372	1·20	4·08	6,95,571	1·29	4·40
Bombay, Baroda and Central India	17,42,365	3·51	6·36	17,63,680	3·55	6·44
Burma	18,08,773	3·90	6·34	18,66,635	4·03	6·55
Eastern Bengal	8,67,671	3·56	5·90	9,22,138	3·79	6·27
Jodhpur	2,18,333	1·95	3·93	6,61,320	5·91	11·9
Madras and Southern Mahratta	9,79,518	2·20	5·36	*11,42,020	2·57	6·25
Nizam's State	3,08,196	3·25	6·18	3,30,547	3·49	6·63
Rohilkund and Kumaon	1,78,953	1·63	5·53	1,79,331	1·63	3·54
South Indian	17,17,198	2·83	7·59	19,89,205	3·28	8·79
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	1,19,902	1·13	3·11	1,30,503	1·23	3·39
Bombay, Baroda and Central India	18,343	0·74	2·40	18,343	0·74	2·40
Eastern Bengal	4,820	0·66	3·16	4,832	0·66	3·17
Great Indian Peninsula	7,192	0·24	1·62	7,192	0·24	1·63
North Western	2,48,626	3·55	3·85	2,51,727	3·59	3·90
South Indian	9,337	0·96	2·48	9,887	1·02	2·63

* Excludes Provident Fund Bonus and Gratuity figures taken under heads A I and A II of Table A.

30.—*Analysis of operating expenses of* ***Class I Railways*** *for the year 1934-35* — concld.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to $\frac{\text{Depreciation Reserve Fund}}{\text{Replacement and Renewal Works}}$ which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
295	296	297	298	299	300	301	302	303	304
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,30,91,334	24·4	1,79,39,874	33·4	1,72,92,789	32·2	53,76,243	10·0	5,37,00,240
Bombay, Baroda and Central India	85,71,752	21·4	95,80,513	23·9	1,54,43,149	38·6	64,46,196	16·1	4,00,41,610
Eastern Bengal	67,93,223	22·9	78,70,935	26·5	88,93,232	29·9	61,57,762	20·7	2,97,15,152
East Indian	2,44,55,310	20·7	2,96,20,937	25·1	3,99,26,767	33·8	2,40,73,575	20·4	11,80,76,589
Great Indian Peninsula	1,80,37,101	19·7	2,09,72,416	23·0	3,21,86,884	35·2	2,02,38,758	22·1	9,14,35,159
Madras and Southern Mahratta	56,95,928	21·9	74,07,883	28·5	86,43,733	33·2	42,78,670	16·4	2,60,26,214
Nizam's State	18,79,877	27·0	18,94,980	27·2	22,06,655	31·7	9,78,987	14·1	69,60,499
North Western	2,23,42,970	19·1	2,72,01,665	23·2	4,14,53,237	35·3	2,62,72,770	22·4	11,72,70,642
South Indian	22,69,985	24·6	21,48,513	23·3	34,70,363	38·7	13,26,383	14·4	92,15,244
3′ 3⅜″ GAUGE.									
Assam Bengal	34,41,398	25·3	43,24,190	31·8	43,34,294	31·8	15,10,237	11·1	1,36,10,119
Bengal and North Western	37,73,070	23·3	62,98,494	38·8	61,38,619	37·9	†	..	*1,62,10,183
Bombay, Baroda and Central India	70,82,486	25·9	77,54,700	28·3	97,87,914	35·7	27,55,239	10·1	2,73,80,339
Burma	64,75,770	22·7	76,06,918	26·7	90,92,924	31·9	53,36,230	18·7	2,85,11,842
Eastern Bengal	31,43,967	21·4	34,97,335	23·8	45,70,172	31·1	34,87,549	23·7	1,46,99,023
Jodhpur	12,44,780	22·4	13,99,768	25·2	23,53,393	42·3	5,61,871	10·1	55,59,812
Madras and Southern Mahratta	41,55,552	22·7	54,28,301	29·7	70,65,477	38·6	16,35,644	8·95	§1,82,84,974
Nizam's State	14,47,372	29·0	14,68,480	29·5	15,60,158	31·3	5,10,329	10·2	49,86,339
Rohilkund and Kumaon	8,51,176	26·3	9,93,405	30·7	9,62,673	29·8	4,26,492	13·2	32,33,746
South Indian	60,04,146	26·5	54,20,525	24·0	92,88,848	41·1	19,02,832	8·41	2,26,16,351
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	8,36,798	21·7	14,57,074	37·8	13,22,517	34·4	2,33,142	6·06	38,49,531
Bombay, Baroda and Central India	1,27,732	16·7	3,15,534	41·3	2,86,505	37·5	34,723	4·54	7,64,494
Eastern Bengal	18,170	11·9	38,487	25·3	54,613	35·8	41,187	27·0	1,52,457
Great Indian Peninsula	28,861	6·49	2,03,467	45·7	2,12,542	47·8	..	..	4,44,870
North Western	9,93,164	16·1	17,06,413	27·7	20,12,208	32·6	14,54,130	23·6	61,65,915
South Indian	1,11,402	29·6	98,269	26·1	1,44,959	38·5	21,703	5·77	3,76,333

* Excludes credits Rs. 4,05,482.

† Included in the preceding Heads:—
State Share .. .. Rs. 7,72,716
Company's Share .. Rs. 5,23,619

§ Excludes Rs. 5,14,911, the expenses of Mormugao Harbour.

31.—*Statement of Oil Consumption on Class I Railways during the years 1933-34 and 1934-35.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal Nagpur	*1933-34*	*327,362*	*425,469*	*5·80*	*6·78*	*538,453*	*1·61*
	1934-35	357,275	484,450	5·99	6·62	559,219	1·52
Bombay, Baroda and Central India	*1933-34*	*327,751*	*141,220*	*7·16*	*7·17*	*178,891*	*0·97*
	1934-35	293,084	135,805	6·24	7·09	167,130	0·92
Eastern Bengal	*1933-34*	*395,495*	*99,451*	*8·60*	*7·60*	*206,937*	*1·39*
	1934-35	479,234	115,349	8·81	7·73	235,071	1·31
East Indian	*1933-34*	*1,423,652*	*1,003,642*	*8·23*	*8·06*	*1,336,097*	*1·44*
	1934-35	1,417,180	1,122,395	8·18	8·36	1,419,702	1·45
Great Indian Peninsula	*1933-34*	*927,466*	*787,131*	*7·64*	*11·2*	*754,890*	*1·58*
	1934-35	947,902	809,626	7·75	11·1	827,690	1·68
Madras and Southern Mahratta	*1933-34*	*417,290*	*198,205*	*9·31*	*10·3*	*274,452*	*1·84*
	1934-35	485,226	224,733	10·6	11·9	260,087	1·72
Nizam's State	*1933-34*	*98,928*	*46,167*	*7·76*	*8·22*	*46,400*	*1·11*
	1934-35	89,929	55,998	7·37	8·56	49,635	1·07
North Western	*1933-34*	*1,400,236*	*761,314*	*8·70*	*11·6*	*1,353,314*	*2·36*
	1934-35	1,465,608	816,005	8·92	11·9	1,392,567	2·31
South Indian	*1933-34*	*260,606*	*59,264*	*9·70*	*9·26*	*67,882*	*1·28*
	1934-35	292,055	74,999	10·5	9·86	64,349	1·13
Total	*1933-34*	*5,578,786*	*3,521,863*	*8·14*	*9·09*	*4,757,316*	*1·67*
	1934-35	5,827,493	3,839,360	8·25	9·23	4,975,450	1·65
3′ 3⅜″ GAUGE.							
Assam Bengal	*1933-34*	*189,129*	*23,951*	*5·73*	*7·75*	*136,049*	*1·43*
	1934-35	181,688	33,292	5·55	6·77	134,653	1·30
Bengal and North Western	*1933-34*	*275,068*	*117,396*	*4·56*	*4·95*	*234,494*	*1·15*
	1934-35	271,762	147,250	4·61	5·24	236,360	1·15
Bombay, Baroda and Central India	*1933-34*	*319,420*	*136,911*	*5·65*	*5·56*	*344,088*	*1·56*
	1934-35	309,316	139,222	5·42	5·48	345,544	1·09
Burma	*1933-34*	*333,155*	*189,122*	*6·61*	*10·1*	*168,061*	*0·90*
	1934-35	345,794	207,882	6·64	9·87	159,521	0·83
Eastern Bengal	*1933-34*	*170,217*	*58,976*	*6·63*	*5·44*	*114,034*	*1·03*
	1934-35	177,428	64,326	6·42	5·59	127,174	1·10
Jodhpur	*1933-34*	*83,721*	*15,678*	*5·77*	*5·15*	*47,502*	*0·97*
	1934-35	79,722	20,868	5·26	4·74	47,435	0·84
Madras and Southern Mahratta	*1933-34*	*330,245*	*209,688*	*6·70*	*7·94*	*138,660*	*0·89*
	1934-35	340,376	217,839	7·05	8·44	133,568	0·88
Nizam's State	*1933-34*	*80,521*	*30,546*	*6·97*	*8·36*	*20,910*	*0·74*
	1934-35	81,428	34,952	7·10	8·51	20,030	0·67
Rohilkund and Kumaon	*1933-34*	*62,993*	*5,897*	*4·20*	*3·21*	*44,060*	*1·39*
	1934-35	62,441	9,469	4·11	4·14	44,190	1·30
South Indian	*1933-34*	*406,848*	*91,893*	*5·71*	*5·83*	*269,421*	*1·57*
	1934-35	426,619	98,672	5·83	6·08	293,788	1·64
Total	*1933-34*	*2,251,317*	*880,058*	*5·81*	*6·68*	*1,517,279*	*1·21*
	1934-35	2,276,574	973,772	5.81	6·77	1,542,263	1·10

31.—*Statement of Oil Consumption on* ***Class I Railways*** *during the years 1933-34 and 1934-35.*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ AND 2′ 0″ GAUGES.			
Bengal Nagpur	*1933-34*	*84,291*	*3·92*
	1934-35	79,969	3·74
Bombay, Baroda and Central India	*1933-34*	*25,643*	*5·81*
	1934-35	24,240	5·58
Eastern Bengal	*1933-34*	*7,241*	*6·41*
	1934-35	8,048	6·70
Great Indian Peninsula	*1933-34*	*51,439*	*9·94*
	1934-35	52,088	10·4
North Western	*1933-34*	*118,427*	*8·72*
	1934-35	119,121	8·87
South Indian	*1933-34*	*7,485*	*4·49*
	1934-35	7,617	4·65
Total	*1933-34*	*294,526*	*6·21*
	1934-35	291,083	6·19

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan.	Madras Beach to Tambaram.
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3·01. Route mileage	*1934* ..	*21·25*	‡*44·00*	*18·14*
	1935 ..	21·25	44·00	18·14
3·02. Track mileage (excluding sidings) ..	*1934* ..	*60·54*	‡*88·00*	*36·28*
	1935 ..	62·54	88·00	36·28
4. Mileage open for electric service on 31st March.	*1934* ..	*21·25*	‡*44·00*	*18·14*
	1935 ..	21·25	44·00	18·14
5. No. of sub-power stations on 31st March ..	*1934* ..	*3*	‡*4*	*4*
	1935 ..	3	4	4
6. No. of electric railway stations on 31st March	*1934* ..	*21*	‡*28*	*14*
	1935 ..	21	28	14
7. Mileage of transmission cable on 31st March ..	*1934* ..	†*61·00*	‡*40·98*	‖*65·06*
	1935 ..	†61·00	40·98	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1933-34* ..	*40*	§*53*	*24*
	1934-35 ..	40	§53	24
8·02. Trailer coaches	*1933-34* ..	*120*	*153*	*48*
	1934-35 ..	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1933-34* ..	*40*	§*53*	*19*
	1934-35 ..	40	§53	24
9·02. Trailer coaches	*1933-34* ..	*120*	*153*	*37*
	1934-35 ..	120	153	48
9·03. Train units*	*1933-34* ..	*40*	*51*	*19*
	1934-35 ..	40	51	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1933-34* ..	*1*	*11*	1
	1934-35 ..	4	10	..
10·02. Percentage of item 9·01	*1933-34* ..	*2·92*	*20·8*	*3·74*
	1934-35 ..	10·0	18·9	1·67
10·03. Trailer coaches	*1933-34* ..	*4*	*17*	1
	1934-35 ..	10	18	1
10·04 Percentage of item 9·02	*1933-34* ..	*2·92*	*11·1*	*3·74*
	1934-35 ..	8·33	11·8	1·67

* A "train unit" is a motor coach and three trailers.
† Overhead 26·50 miles and underground 34·50 miles.
‡ Revised Figures.
§ Includes 2 spare motor coaches.
‖ Overhead 43·16 miles and underground 21·90 miles.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1933-34* ..	*39*	*42*	*18*
	1934-35 ..	36	43	24
11·02. Trailer coaches	*1933-34* ..	*116*	*136*	*36*
	1934-35 ..	110	135	47
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1933-34* ..	*35*	*37*	*14*
	1934-35 ..	35	37	19
12·02. Trailer coaches	*1933-34* ..	*104*	*111*	*28*
	1934-35 ..	87	111	38
12·03. Train units*	*1933-34* ..	*35*	*37*	*14*
	1934-35 ..	35	37	19
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1933-34* ..	*4*	*5*	*4*
	1934-35 ..	1	6	5
13·02. Trailer coaches	*1933-34* ..	*12*	*25*	*8*
	1934-35 ..	23	24	9
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1933-34* ..	*159,472*	*824,136*	*205,702*
	1934-35 ..	142,860	843,878	247,890
14·02. Total two unit traffic trains	*1933-34* ..	*943,895*	*1,112,438*	*334,870*
	1934-35 ..	958,387	1,146,667	286,775
14·02(a). Total three unit traffic trains ..	*1933-34* ..	*Nil*	*Nil*	*8,486*
	1934-35 ..	Nil	Nil	6,097
14·02 (b) Total four unit traffic trains ..	*1933-34* ..	*Nil*	*Nil*	*52*
	1934-35 ..	Nil	Nil	10
14·03. Total traffic trains	*1933-34* ..	*2,047,262*	*3,049,012*	*901,108*
	1934-35 ..	2,059,634	3,137,212	839,771
14·04. Other trains	*1933-34* ..	*35,619*	*26*	*Nil*
	1934-35 ..	34,346	Nil	Nil
15. Hours—				
15·01. Traffic trains	*1933-34* ..	*103,171*	*135,413*	*41,035*
	1934-35 ..	103,171	140,389	38,290
15·02. Other	*1933-34* ...	*2,698*	*27,885*	*Nil*
	1934-35 ..	2,582	26,222	Nil
15·03. Total	*1933-34* ..	*105,869*	*163,298*	*41,035*
	1934-35 ..	105,753	166,611	38,290
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1933-34* ..	*8,189,048*	*12,196,048*	*2,703,216*
	1934-35 ..	7,439,602	12,548,848	2,519,313
16·02. Other trains	*1933-34* ..	*142,476*	*104*	*Nil*
	1934-35 ..	124,939	Nil	Nil

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17 Train usage—				
17·01. Train unit miles per day per train unit in use.	*1933-34* ..	*164*	*226*	*176*
	1934-35 ..	164	232	121
17·02. Train unit miles per day per train unit on line.	*1933-34* ..	*143*	*164*	*132*
	1934-35 ..	143	169	96
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1933-34* ..	*8·33*	*12·1*	*8·03*
	1934-35 ..	8·28	12·3	5·52
18·02. Train unit hours per day per train unit on line.	*1933-34* ..	*7·25*	*8·77*	*6·03*
	1934-35 ..	7·24	8·95	4·37
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1933-34* ..	*143*	*164*	*132*
	1934-35 ..	143	169	96
19·02. Trailer coach miles per day per trailer coach unit on line.	*1933-34* ..	*143*	*164*	*132*
	1934-35 ..	125	169	96
20. Motor coach failures—				
20·01. Number	*1933-34* ..	*2*	*61*	*20*
	1934-35 ..	Nil	202	11
20·02. Motor coach miles per motor coach failure (in units).	*1933-34* ..	*115,716*	*49,984*	*45,055*
	1934-35 ..	Nil	15,531	76,343
21. Power supply failures—				
21·01. Failures originating at source of supply	*1933-34* ..	*Nil*	*Nil*	*7*
	1934-35 ..	Nil	Nil	5
21·02. Failures originating at sub-station	*1933-34* ..	*Nil*	*1*	*10*
	1934-35 ..	Nil	Nil	10
21·03. Failures on account of overhead track equipment.	*1933-34* ..	*Nil*	*3*	*9*
	1934-35 ..	Nil	10	24
22. Number of passengers carried—				
22·01. First Class	*1933-34* ..	*23,474*	*17,536*	*6,753*
	1934-35 ..	23,631	16,666	3,472
22·02. Second Class	*1933-34* ..	*1,517,153*	*644,514*	*153,145*
	1934-35 ..	1,378,520	631,725	155,240
22·03. Third Class	*1933-34* ..	*32,090 681*	*28,191,060*	*7,549,777*
	1934-35 ..	32,903,827	28,438,194	7,546,624
22·04. Total	*1933-34* ..	*33,631,308*	*28,853,110*	*7,709,675*
	1934-35 ..	34,305,978	29,086,585	7,705,336

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1933-34 and 1934-35—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1933-34* ..	*197,912*	*227,658*	*42,7*
	1934-35 ..	195,701	198,862	23,952
23·02. Second Class	*1933-34* ..	*10,381,803*	*4,667,037*	*1,081,027*
	1934-35 ..	9,568,932	4,732,474	1,108,122
23·03. Third Class	*1933-34* ..	*232,006,188*	*206,189,834*	*48,774,905*
	1934-35 ..	238,497,701	208,776,576	46,845,024
23·04. Total	*1933-34* ..	*242,585,903*	*211,084,529*	*49,898,642*
	1934-35 ..	248,262,334	213,707,912	47,977,098
24. Earnings from passengers carried—				
24·01. First Class	*1933-34* ..	*8,593*	*7,997*	*1,568*
	1934-35 ..	7,561	7,302	895
24·02. Second Class	*1933-34* ..	*2,38,544*	*1,09,533*	*17,253*
	1934-35 ..	2,18,315	1,04,496	16,774
24·03. Third Class	*1933-34* ..	*28,00,011*	*24,73,593*	*6,70,144*
	1934-35 .	28,20,096	24,67,381	6,30,312
24·04. Total	*1933-34* ..	*30,47,148*	*25,91,123*	*6,88,965*
	1934-35 ..	30,45,972	25,79,179	6,47,981
25. Earnings from, and cost of, electric train working—				
25·01. Earnings per passenger mile. Pies	*1933-34* ..	*2·41*	*2·36*	*2·65*
	1934-35 ..	2·36	2·32	2·59
25·02. Cost per passenger mile. Pies	*1933-34* ..	*1·84*	*3·22*	*1·67*
	1934-35 ..	1·62	3·36	1·35
25·03. Earnings per train mile. Rs.	*1933-34* ..	*1·50*	*0·85*	*0·76*
	1934-35 ..	1·52	0·82	0·77
25·04. Cost per train mile. Rs.	*1933-34* ..	*1·11*	*1·16*	*0·46*
	1934-35 ..	1·02	1·19	0·40
26. Gross ton miles (including Departmental)	*1933-34* ..	*437,067,105*	*549,867,078*	*68,390,546*
	1934-35 ..	404,027,347	564,943,665	63,819,532
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1933-34* ..	*29,235,589*	*37,344,798*	*6,016,425*
	1934-35 ..	27,281,711	38,485,374	5,047,623
27·02. Kilo-watt hours per train unit mile	*1933-34* ..	*14·0*	*12·6*	*6·37*
	1934-35 ..	13·0	12·6	5·67
27·03. Kilo-watt hours per 1,000 gross ton miles	*1933-34* ..	*66·9*	*70·0*	*73·1*
	1934-35 ..	67·5	70·0	63.1
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1933-34* ..	*45,945*	*140,427*	*12,499*
	1934-35 ..	41,147	139,778	13,609
28·02. Pints per 1,000 vehicle miles	*1933-34* ..	*5·51*	*11·5*	*4·62*
	1934-35 ..	5·44	11·1	5·40

33.—*Statement of Steam Coach and Rail Motor Performances on* ***Class I Railways*** *during the years 1933-34 and 1934-35.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1933-34*	*2*	*2*	*9*	*12·1*	*Nil*	*Nil*	*28·4*
	1934-35	2	2	11	15·6	1	11,375	33·9
Eastern Bengal	*1933-34*	*1*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1934-35	1	1	Nil	Nil	Nil	Nil	Nil
East Indian	*1933-34*	*3*	*3*	*47*	*42·7*	*5*	*9,359*	*10·7*
	1934-35	3	3	46	42·0	1	45,991	9·77
Great Indian Peninsula	*1933-34*	*1*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1934-35	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North-Western	*1933-34*	*8*	*7*	*163*	*64·0*	*Nil*	*Nil*	*17·6*
	1934-35	7	7	161	63·1	3	53,771	16·4
Total	*1933-34*	*15*	*14*	*219*	*42·9*	*5*	*43,806*	*16·6*
	1934-35	13	13	218	46·1	5	43,736	15·9
3′ 3⅜″ GAUGE.								
Bombay Baroda & Central India.	*1933-34*	*3*	*3*	*82*	*74·0*	*Nil*	*Nil*	*16·9*
	1934-35	3	3	71	65·0	2	35,389	16·4
Eastern Bengal	*1933-34*	*2*	*2*	*12*	*16·0*	*3*	*3,905*	*26·4*
	1934-35	2	2	..	0·20	Nil	Nil	16·6
Nizam's State	*1933-34*	*2*	*2*	*5*	*7·00*	*Nil*	*Nil*	*22·3*
	1934-35	2	2	1	1·00	1	1,027	29·0
Total	*1933-34*	*7*	*7*	*99*	*38·8*	*3*	*32,889*	*18·4*
	1934-35	7	7	72	28·2	3	23,984	16·6
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1933-34*	*3*	*3*	*16*	*14·5*	*2*	*7,962*	*20·5*
	1934-35	3	3	22	19·9	4	5,456	20·7
North Western	*1933-34*	*3*	*3*	*7*	*6·63*	*Nil*	*Nil*	*15·1*
	1934-35	3	3	38	34·6	Nil	Nil	12·6
Total	*1933-34*	*6*	*6*	*23*	*10·5*	*2*	*11,593*	*18·8*
	1934-35	6	6	60	27·2	4	14,914	15·6

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
North-Western	*1933-34*	*1*	*1*	*4*	*10·0*	*Nil*	*Nil*	*8·52*
	1934-35	1	1	6	17·1	Nil	Nil	8·87
3′ 3⅜″ GAUGE.								
South Indian	*1933-34*	*3*	*3*	*27*	*24·4*	*Nil*	*Nil*	*15·0*
	1934-35	3	3	28	25·7	3	*9,375*	*13·3*
2′ 6″ GAUGE.								
North-Western.	*1933-34*	*7*	*7*	*65*	*25·5*	*1*	*65,159*	*18·6*
	1934-35	7	7	56	23·3	1	56,424	16·3

34.—*Statement of Equipment showing the actual stock running on Class II and III Railways on 31st March 1935.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	Coaching Vehicles (‡) (excluding vehicles used exclusively on railway service).							Goods Wagons (‡) (excluding wagons used exclusively on railway service).			Railway service vehicles. (‡)	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3′ 3⅜″ Gauge.																
Bengal Dooars	19	..	..	..	59	125	93	374	2,608	8	67	435	15	450	5	10
Bhavnagar State	35	1	..	..	127	174	416	..	6,489	50	177	1,021	4	1,025	10	16
Bikaner State	55	..	..	..	134	198	255	393	6,249	33	167	1,210	..	1,210	15	56
Dibru-Sadiya	32	..	..	..	46	167	128	157	2,449	20	66	1,454	118	1,572	8	4
Gaekwar's Baroda State	19	..	..	..	155	90	133	..	4,888	..	155	319	8	327	3	11
Gondal	23	..	..	..	88	152	318	..	2,809	21	109	377	..	377	3	31
Jamnagar Dwarka	19	3	..	..	50	89	178	..	1,593	21	71	600	4	604	4	4
Junagad State	17	2	..	..	116	130	361	..	2,812	15	131	334	15	349	7	16
Morvi	21	3	..	..	96	152	288	..	2,884	25	121	297	..	297	..	2
Mysore	42	1	..	..	134	117	256	243	5,186	24	158	532	..	532	24	31
Total	282	10	..	..	1,005	1,394	2,426	1,167	37,967	217	1,222	6,579	164	6,743	79	181
2′ 6″ Gauge.																
Barsi Light	34	1	2	..	117	..	298	..	5,007	†3	120	275	3	278	..	14
Gaekwar's Baroda State	39	2	(*b*)5	..	302	98	180	..	6,267	11	313	1,255	26	1,281	13	21
Mysore	10	..	..	..	27	..	30	..	1,352	..	27	77	..	77	2	10
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	250	4	254	4	1
Total	93	3	7	..	495	110	544	84	13,903	15	510	1,857	33	1,890	19	46
2′ 0″ Gauge.																
Darjeeling-Himalayan	35	2	..	..	108	234	266	..	2,189	26	134	526	..	526	..	..
Mysore	6	..	..	..	5	..	18	..	98	..	5	47	..	47	..	4
Total	41	2	..	..	113	234	284	..	2,287	26	139	573	..	573	..	4
Class III Railways.																
3′ 3⅜″ Gauge.																
Porbandar State	6	..	..	..	17	12	55	..	539	8	25	315	3	318	2	12
Udaipur-Chitorgarh	15	..	..	..	49	24	56	78	2,278	11	60	89	..	89	2	..
Total	21	..	..	..	66	36	111	78	2,817	19	85	404	3	407	4	12
2′ 6″ Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	32	32	..	68	710	4	36	73	..	73	..	1
Bankura-Damodar River.	7	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	(*c*)1
Baraset-Basirhat Light	10	..	..	..	38	63	..	227	1,105	3	41	64	..	64	..	3
Carried over	28	..	..	..	116	134	39	471	2,895	17	133	231	..	231	..	5

* Brake vans.

† Includes one Inspection saloon and two Brake Vans.

‡ In units.

(*b*) Includes 4 Internal Combustion Coaches.

(*c*) Inspection motor trollies.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1935*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	‡ Coaching Vehicles (excluding vehicles used exclusively on Railway service).							‡ Goods Wagons (excluding wagons used exclusively on Railway service).			‡ Railway service vehicles	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	28	..	..	..	116	134	39	471	2,895	17	133	231	..	231	..	5
Class III Railways—*concld.*																
2′ 6″ Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	17	30	24	78	486	..	17	68	..	68	..	3
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	§1
Cutch State . .	5	1	..	..	16	..	90	..	424	..	16	49	1	50	..	2
Dehri-Rohtas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State .	6	..	..	..	9	22	..	..	404	..	9	116	3	119	..	
Futwah-Islampur .	3	..	..	..	9	12	..	39	350	..	9	28	..	28	..	..
Jessore—Jhenidah .	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	†
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezpore-Balipara Light.	4	..	..	..	19	12	..	40	670	*4	23	91	..	91	..	..
Total .	80	4	1	..	279	298	225	930	7,493	38	317	848	4	852	3	18
2′ 0″ Gauge.																
Gwalior Light .	26	..	..	..	68	44	124	..	1,952	16	84	347	7	354	8	11
Howrah-Amta Light .	19	..	..	..	119	88	..	358	2,684	13	132	80	..	80	..	1
Howrah-Sheakhala Light.	3	..	..	..	22	36	..	52	577	..	22	11	..	11	..	2
Jagadhri Light .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekarapatnam Light.	†4	6	..	..	24	..	..	..	746	..	24	45	..	45	..	(§)2
Matheran Light .	2	3	..	..	30	70	75	..	140	(*b*)2	32	17	*2	19	2	(*a*)3
Trivellore Light .	2	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	65	13	..	..	300	266	221	514	6,680	37	337	586	11	597	10	23

* Brake vans.
† Motor Locomotives.
(*a*) Includes one motor trolly.
†† Figures are not available.
‡ In units.
§ Inspection motor trollies.
(*b*) Saloons.

35.—*Statement of Net Additions to and reductions from Equipment of* ***Class II and III Railways*** *during the year 1934-35.*

Railway.	Locomotives.	Rail-Motor cars.	Steam coaches.	Electric Motor Coaches.	†Coaching vehicles (excluding vehicles used exclusively on railway service). Passenger carriages. No.	Seats by Classes. 1st	2nd	Inter.	Third.	Other coaching vehicles.	Total.	†Goods wagons (excluding wagons used exclusively on railway service). Covered and open wagons.	Special wagons.	Total.	†Railway Service Vehicles. Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3¼" Gauge.																
Bhavnagar State	2	..	..	..	2	..	..	..	184	6	8	284	—5	279	..	1
Bikaner State	..	..	..	..	—1	2	—9	15	—53	—1	—2	—2	..	—2	..	2
Dibru Sadiya	..	..	..	..	..	..	..	10	—12	..	..	—9	..	—9	..	..
Gaekwar's Baroda State	..	..	..	..	31	36	61	..	872	..	31	20	1	21	1	2
Gondal	..	..	..	..	—3	—6	—30	..	—31	—2	—5	—31	..	—31	—1	..
Jamnagar Dwarka	—2	1	..	..	1	10	—6	..	2	3	4	—4	..	—4	—1	..
Junagad State	..	2	..	..	6	8	..	..	276	2	8	31	1	32	..	..
Morvi	1	1	..	..	1	..	..	..	53	..	1	45	..	45	..	..
Mysore	4	..	..	..	1	—4	—6	..	172	..	1	—2	..	—2	..	..
Total	5	4	..	..	38	46	10	25	1,463	8	46	332	—3	329	—1	5
2' 6" Gauge.																
Barsi Light	—1	..	..	..	..	—104	20	..	44	..	..	..	..	..	—1	..
Gaekwar's Baroda State	..	..	..	..	..	..	..	..	—28	..	..	9	..	9	..	..
Mysore	3	..	..	..	..	—30	—24	..	166	..	..	..	..	..	..	..
Shahdara (Delhi) Saharanpur Light.	..	..	..	..	..	..	..	..	..	..	..	25	..	25	..	..
Total	2	..	..	..	..	—134	—4	..	182	..	..	34	..	34	—1	..
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—1	..	..	..	—16	..	—1	—4	..	—4	..	..
Mysore	..	..	..	..	..	..	2	..	—10	..	..	..	..	..	..	2
Total	..	..	..	..	—1	..	2	..	—26	..	—1	—4	..	—4	..	..
Class III Railways.																
3' 3⅜" Gauge.																
Porbandar	..	..	..	..	..	..	..	..	..	..	..	—17	..	—17	..	..
Udaipur-Chitorgarh	3	..	..	..	2	—16	—22	—2	318	..	2	4	..	4	..	..
Total	3	..	..	..	2	—16	—22	—2	318	..	2	—13	..	—13	..	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	1	..	..	—18	..	..	1	..	..	..	—2	..
Bankura-Domodar River	—2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Baraset Basirhat Light	1	..	..	..	—3	—8	..	90	—83	..	—3	..	..	..	—2	1
Bukhtiarpur-Bihar Light	..	..	..	..	—3	—4	—4	—48	44	—3	—6	..	..	..	—1	1
Cutch State	..	..	..	..	..	..	..	..	..	..	..	10	1	11	..	..
Dehri Rohtas Light	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..
Futwah-Islampur	..	..	..	..	1	..	..	..	..	..	1	..	..	..	—1	..
Tezpore-Balipara	..	..	..	..	..	—6	..	..	..	..	..	..	..	..	..	..
Total	—1	..	..	..	—3	—18	—4	24	—39	—3	—6	10	1	11	—6	2
2' 0" Gauge.																
Gwalior Light	..	..	..	..	—6	..	—6	..	—139	—1	—7	—6	7	1	..	2
Howrah-Amta Light	..	..	..	..	—5	..	..	38	—68	..	—5	..	..	..	—2	..
Howrah Sheakhala Light	—1	..	..	..	—3	8	..	—2	—90	—1	—4	..	..	..	..	..
Jagadhri Light	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kulasekarapatnam Light	..	—1	..	..	..	..	..	..	—22	..	..	..	..	..	..	..
Matheran Light	—2	..	..	..	..	5	5	..	12	..	..	—3	..	—3	..	1
Trivellore Light	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	—3	—1	..	..	—14	13	—1	36	—307	—2	—16	—9	7	—2	—2	5

†In units.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (= Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1933-34*	*1*	*3,2*	..	*922,4*	*925,7*	*139,3*	*1*	*4,0*	..	*1,060,9*	*1,065,0*
		1934-35	..	2,8	..	851,4	854,2	138,2	..	3,5	..	988,9	992,4
Bengal Dooars	3′ 3⅜″	*1933-34*	*1,1*	*2,1*	*18,4*	*1,052,9*	*1,074,5*	*44,4*	*1,3*	*2,5*	*19,4*	*1,095,7*	*1,118,9*
		1934-35	1,1	2,1	17,0	1,050,7	1,070,9	35,6	1,2	2,5	17,8	1,085,0	1,106,5
Bhavnagar State	3′ 3⅜″	*1933-34*	*9*	*20,6*	..	*2,390,9*	*2,412,4*	*435,7*	*1,6*	*26,6*	..	*2,819,9*	*2,848,1*
		1934-35	1,0	20,9	..	2,690,4	2,712,3	337,3	1,5	27,0	..	3,021,1	3,049,6
Bikaner State	3′ 3⅜″	*1933-34*	*6*	*4,7*	*11,6*	*1,671,8*	*1,688,7*	*158,1*	*9*	*6,1*	*13,7*	*1,826,1*	*1,846,8*
		1934-35	1,0	5,2	11,0	1,870,8	1,888,0	174,8	1,3	6,9	12,9	2,041,7	2,062,8
Darjeeling Himalayan	2′ 0″	*1933-34*	*6*	*10,4*	..	*567,3*	*578,3*	*11,7*	*1,1*	*13,5*	..	*575,4*	*590,0*
		1934-35	8	7,4	..	613,8	622,0	10,6	1,1	10,3	..	621,2	632,6
Dibru Sadiya	3′ 3⅜″	*1933-34*	*3,9*	*6,3*	*27,1*	*1,391,3*	*1,428,6*	*56,2*	*4,2*	*6,8*	*28,6*	*1,445,2*	*1,484,8*
		1934-35	3,1	5,5	28,5	1,312,5	1,349,6	48,4	3,4	6,1	29,7	1,358,8	1,398,0
Gaekwar's Baroda State	3′ 3⅜″	*1933-34*	*2*	*6,4*	..	*3,170,0*	*3,176,6*	*702,2*	*7*	*10,9*	..	*3,867,2*	*3,878,8*
		1934-35	3	7,2	..	3,384,2	3,391,7	756,3	1,2	12,5	..	4,134,3	4,148,0
	2′ 6″	*1933-34*	*7*	*18,3*	..	*2,854,3*	*2,873,3*	*189,6*	*7*	*19,3*	..	*3,042,9*	*3,062,9*
		1934-35	5	19,5	..	2,772,5	2,792,5	192,7	5	20,4	..	2,964,3	2,985,2
Gondal	3′ 3⅜″	*1933-34*	*5*	*15,1*	..	*1,670,1*	*1,685,7*	*771,9*	*1,5*	*29,9*	..	*2,426,2*	*2,457,6*
		1934-35	4	13,1	..	1,476,0	1,489,5	739,9	1,3	27,1	..	2,201,0	2,229,4
Howrah-Amta Light	2′ 0″	*1933-34*	*4,0*	..	*50,4*	*2,435,8*	*2,490,2*	*3*	*4,0*	..	*50,4*	*2,436,1*	*2,490,5*
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Jamnagar Dwarka	3′ 3⅜″	*1933-34*	*1,1*	*8,0*	..	*614,6*	*623,7*	*84,9*	*1,4*	*10,5*	..	*696,7*	*708,6*
		1934-35	1,2	8,4	..	641,7	651,3	87,3	1,6	11,3	..	725,7	738,6
Junagad State	3′ 3⅜″	*1933-34*	*8*	*18,9*	..	*1,695,5*	*1,715,2*	*243,1*	*1,1*	*24,0*	..	*1,933,2*	*1,958,3*
		1934-35	1,1	16,8	..	1,847,8	1,865,7	238,4	1,3	21,6	..	2,081,2	2,104,1
Morvi	3′ 3⅜″	*1933-34*	*8*	*9,3*	..	*623,9*	*634,0*	*319,4*	*2,0*	*20,4*	..	*931,0*	*953,4*
		1934-35	8	10,7	..	735,7	747,2	339,3	2,3	23,3	..	1,060,9	1,086,5
Mysore	3′ 3⅜″	*1933-34*	*1,7*	*20,4*	*40,0*	*3,089,4*	*3,151,5*	*98,8*	*1,9*	*21,8*	*41,6*	*3,185,0*	*3,250,3*
		1934-35	1,8	19,9	40,2	2,979,3	3,041,2	100,8	2,0	21,1	41,7	3,077,2	3,142,0
	2′ 6″	*1933-34*	..	*1,0*	..	*596,3*	*597,3*	*16,2*	..	*1,1*	..	*612,4*	*613,5*
		1934-35	..	9	..	647,3	648,2	18,0	..	1,0	..	665,2	666,2
	2′ 0″	*1933-34*	..	*1*	..	*41,1*	*41,2*	*1*	..	*1*	..	*41,2*	*41,3*
		1934-35	..	1	..	41,7	41,8	2	..	2	..	41,8	42,0
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1933-34*	*5*	*5,5*	*6,4*	*948,7*	*961,1*	*17,7*	*5*	*5,5*	*6,7*	*966,1*	*978,8*
		1934-35	2	5,9	6,3	940,4	952,8	40,3	2	5,7	6,5	980,7	993,1
Total Class II Railways		*1933-34*	*17,5*	*150,3*	*153,9*	*25,736,3*	*26,058,0*	*3,289,6*	*23,0*	*203,0*	*160,4*	*28,961,2*	*29,347,6*
		1934-35	13,3	146,4	103,0	23,856,2	24,118,9	3,258,1	18,9	200,5	108,6	27,049,0	27,377,0
Class III Railways.													
Ahmadpur-Katwa	2′ 6″	*1933-34*	..	*4*	*3,7*	*216,6*	*220,7*	*6,4*	..	*4*	*4,2*	*222,5*	*227,1*
		1934-35	..	4	3,3	209,5	213,2	5,9	1	4	3,7	214,9	219,1
Arrah-Sasaram Light	2′ 6″	*1933-34*	*8*	..	*5,3*	*395,0*	*401,1*	*2,8*	*8*	..	*5,3*	*397,8*	*403,9*
		1934-35	5	..	5,2	389,1	394,8	2,3	5	..	5,3	391,3	397,1
Bankura-Damodar River	2′ 6″	*1933-34*	..	*4*	*1,4*	*166,4*	*168,2*	*1,3*	..	*4*	*1,6*	*167,5*	*169,5*
		1934-35	..	4	1,5	154,5	156,4	1,0	..	4	1,6	155,4	157,4
Baraset-Basirhat Light	2′ 6″	*1933-34*	*4,2*	..	*44,1*	*1,312,1*	*1,360,4*	*1,4*	*4,2*	..	*44,3*	*1,313,3*	*1,361,8*
		1934-35	4,3	..	44,1	1,205,3	1,253,7	1,2	4,3	..	44,1	1,206,5	1,254,9
Bengal Provincial	2′ 6″	*1933-34*	*1*	*7*	*5,4*	*366,4*	*372,6*	*77,6*	*1*	*1,2*	*7,7*	*441,2*	*450,2*
		1934-35	1	8	5,4	357,9	364,2	65,2	1	1,2	7,6	420,5	429, 4

* Columns 9 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Shown under class III Rlys.

Class II and III Railways for the years 1933-34 and 1934-35.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (exc luding refunds) (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Ry.
9	*238*	..	*37,690*	*37,937*	*62·9*	*59·1*	..	*35·5*	*35·6*	*1*	*12*	..	*7,85*	*7,98*	Barsi Light.
2	192	..	33,237	33,431	56·6	54·7	..	33·6	33·7	..	10	..	6,92	7,02	
32	*61*	*310*	*20,089*	*20,492*	*25·2*	*24·6*	*16·0*	*18·3*	*18·3*	*6*	*4*	*8*	*3,32*	*3,50*	Bengal Doors.
35	66	289	19,688	20,078	27·4	26·8	16·2	18·1	18·1	8	4	8	3,26	3,46	
109	*1,466*	..	*77,208*	*78,783*	*68·1*	*55·1*	..	*27·4*	*27·7*	*10*	*65*	..	*13,73*	*14,48*	Bavnagar State.
108	1,424	..	82,023	83,555	72·0	52·7	..	27·2	27·4	10	63	..	14,56	15,29	
78	*377*	*789*	*69,561*	*70,805*	*86·7*	*61·8*	*57·6*	*38·1*	*38·3*	*10*	*23*	*23*	*14,49*	*15,05*	Bikaner State.
93	405	782	76,010	77,290	71·6	58·7	60·6	37·2	37·5	12	25	22	15,84	16,43	
47	*518*	..	*8,369*	*8,934*	*44·5*	*38·3*	..	*14·5*	*15·1*	*13*	*50*	..	*2,32*	*2,95*	Darjeeling Himalayan.
41	397	..	9,118	9,556	38·9	38·3	..	14·7	15·1	8	36	..	2,26	2,70	
90	*167*	*649*	*20,306*	*21,212*	*21·4*	*24·6*	*22·7*	*14·1*	*14·3*	*8*	*8*	*19*	*4,23*	*4,58*	Dibru Sadiya.
77	146	645	19,179	20,047	20·0	22·0	19·0	13·0	13·0	7	7	18	4,00	4,32	
28	*299*	..	*64,716*	*65,043*	*36·2*	*27·5*	..	*16·7*	*16·8*	*3*	*19*	..	*12,61*	*12,83*	Gaekwar's Baroda State.
46	324	..	67,704	68,074	37·4	25·9	..	16·4	16·4	5	20	..	13,23	13,48	
27	*371*	..	*40,647*	*41,045*	*35·9*	*19·3*	..	*13·4*	*13·4*	*4*	*17*	..	*10,45*	*10,66*	
18	377	..	39,505	39,900	34·2	18·6	..	13·3	13·4	2	18	..	10,06	10,26	
65	*1,048*	..	*55,166*	*56,279*	*43·4*	*35·1*	..	*22·7*	*22·9*	*6*	*48*	..	*10,10*	*10,64*	Gondal.
60	988	..	52,052	53,100	45·4	36·5	..	23·6	23·8	5	46	..	9,34	9,85	
83	..	*518*	*31,754*	*32,355*	*20·0*	..	*10·0*	*13·0*	*12·0*	*4*	..	*14*	*6,90*	*7,08*	Howrah Amta Light.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
88	*558*	..	*24,977*	*25,623*	*60·0*	*53·2*	..	*35·9*	*36·2*	*9*	*30*	..	*5,59*	*5,95*	Jamnagar Dwarka.
102	632	..	26,401	27,135	63·3	56·0	..	36·4	36·7	11	34	..	5,93	6,38	
44	*651*	..	*38,236*	*38,931*	*38·9*	*27·2*	..	*19·8*	*19·9*	*4*	*30*	..	*6,92*	*7,26*	Junagad State.
43	615	..	40,433	41,091	31·8	28·5	..	19·4	19·5	4	28	..	7,33	7,65	
136	*1,265*	..	*37,634*	*39,035*	*67·1*	*62·0*	..	*40·4*	*40·9*	*13*	*61*	..	*6,92*	*7,66*	Morvi.
155	1,406	..	40,901	42,462	65·8	60·4	..	38·6	39·1	15	68	..	7,53	8,36	
120	*1,021*	*1,967*	*75,685*	*78,793*	*63·2*	*46·8*	*47·3*	*23·8*	*24·2*	*15*	*49*	*61*	*14,19*	*15,44*	Mysore.
143	1,229	2,047	75,084	78,503	71·5	58·2	49·1	24·4	25·0	14	48	58	13,57	14,77	
..	*26*	..	*10,554*	*10,580*	..	*23·6*	..	*17·2*	*17·2*	..	*1*	..	*1,75*	*1,76*	
..	17	..	11,734	11,751	..	17·0	..	17·6	17·6	..	1	..	1,80	1,81	
..	*2*	..	*656*	*658*	..	*20·0*	..	*15·9*	*15·9*	..	..	..	*12*	*12*	
..	2	..	666	668	..	10·0	..	15·9	15·9	..	..	..	12	12	
17	*144*	*159*	*22,119*	*22,439*	*35·0*	*26·0*	*23·0*	*23·0*	*22·0*	*1*	*7*	*6*	*4,61*	*4,75*	Shahdara (Delhi) Saharanpur Light.
8	144	152	22,277	22,581	30·0	21·0	23·0	22·0	22·0	..	7	6	4,64	4,77	
973	*8,212*	*4,392*	*635,367*	*648,944*	*42·3*	*40·5*	*27·4*	*21·9*	*22·1*	*1,07*	*4,24*	*1,31*	*1,26,10*	*1,32,72*	Total Class II Rys.
931	8,364	3,915	616,012	629,222	49·3	41·7	36·0	22·8	23·0	1;01	4,15	1,12	1,20,39	1,26,67	
															Class III Rys.
..	*7*	*56*	*2,498*	*2,561*	..	*17·5*	*13·3*	*11·2*	*11·3*	..	*1*	*2*	*78*	*81*	Ahmadpur Katwa.
1	7	53	2,531	2,592	10·0	17·5	14·3	11·8	11·8	..	1	2	79	82	
27	..	*161*	*8,367*	*8,555*	*34·0*	..	*30·0*	*21·0*	*21·0*	*2*	..	*6*	*1,96*	*2,04*	Arrah-Sasaram Light.
18	..	167	8,372	8,557	33·0	..	31·0	21·0	21·0	1	..	7	1,96	2,04	
..	*8*	*30*	*2,627*	*2,665*	..	*20·0*	*18·8*	*15·7*	*15·7*	..	*1*	*1*	*82*	*84*	Bankura-Damodar River.
..	8	33	2,479	2,520	..	20·0	20·6	16·0	16·0	..	1	1	77	79	
87	..	*754*	*19,300*	*20,141*	*20·0*	..	*17·0*	*14·0*	*14·0*	*4*	..	*20*	*3,61*	*3,85*	Baraset-Basirhat Light.
109	..	746	17,850	18,705	25·0	..	16·0	14·0	14·0	4	..	20	3,27	3.51	
1	*7*	*52*	*4,849*	*4,909*	*5·43*	*5·83*	*6·75*	*11·0*	*10·9*	..	..	*2*	*71*	*73*	Bengal Provincial
..	7	47	2,791	2,848	4·38	5·66	6·14	6·23	6·76	..	..	2	70	72	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of* ***Class II and III Railways*** *for the years 1933-34 and 1934-35*—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands). (Excluding refunds).	Average rate charged for carrying a *ton* of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Barsi Light	2′ 6″	*1933-34*	*16·0*	*10·0*	..	*4·00*	*4·04*	*130*	*53*	*183*	*11,216*	*61·3*	*10,48*	*17·9*
		1934-35	16·0	10·0	..	4·00	4·00	119	66	185	10,785	58·2	9,70	17·3
Bengal Doors	3′ 3⅜″	*1933-34*	*24·4*	*12·0*	*5·35*	*3·00*	*3·10*	*137*	*98*	*235*	*16,248*	*69·0*	*15,57*	*18·4*
		1934-35	24·5	12·0	5·34	3·00	3·10	164	111	275	16,985	61·8	16,13	18·2
Bhavnagar State	3′ 3⅜″	*1933-34*	*17·6*	*8·51*	..	*3·41*	*3·53*	*366*	*160*	*526*	*30,453*	*57·9*	*17,03*	*10·7*
		1934-35	17·8	8·49	..	3·41	3·51	456	169	625	33,475	53·6	17,43	10·0
Bikaner State	3′ 3⅜″	*1933-34*	*24·6*	*11·7*	*5·60*	*4·00*	*4·00*	*220*	*138*	*358*	*42,669*	*119·2*	*18,24*	*8·20*
		1934-35	24·8	11·9	5·40	4·00	4·08	281	133	414	49,000	118·4	19,51	7·64
Darjeeling Himalayan	2′ 0″	*1933-34*	*51·1*	*18·6*	..	*5·32*	*6·34*	*104*	*43*	*147*	*4,435*	*30·3*	*11,64*	*50·4*
		1934-35	39·1	17·5	..	4·74	5·43	117	35	152	4,558	30·0	12,28	51.7
Dibru Sadiya	3′ 3⅜″	*1933-34*	*17·1*	*9·20*	*5·62*	*4·00*	*4·15*	*303*	*56*	*359*	*12,475*	*34·7*	*14,46*	*22·3*
		1934-35	18·0	9·00	5·50	4·00	4·00	326	58	384	13,377	35·0	15,54	22·0
Gaekwar's Baroda State	3′ 3⅜″	*1933-34*	*23·5*	*11·9*	..	*3·74*	*3·79*	*93*	*217*	*310*	*10,541*	*34·1*	*7,44*	*13·6*
		1934-35	23·8	11·7	..	3·75	3·80	98	276	374	12,301	32·9	8,58	13·4
	2′ 6″	*1933-34*	*23·9*	*9·01*	..	*4·94*	*4·99*	*298*	*117*	*415*	*12,851*	*31·0*	*11,80*	*17·6*
		1934-35	24·0	9·01	..	4·89	4·94	276	112	388	11,925	30·7	10,89	17·5
Gondal	3′ 3⅜″	*1933-34*	*17·9*	*8·92*	..	*3·52*	*3·63*	*192*	*287*	*479*	*17,485*	*36·5*	*11,54*	*12·7*
		1934-35	17·8	8·86	..	3·45	3·56	126	264	390	15,623	40·0	11,48	14·1
Howrah-Amta Light	2′ 0″	*1933-34*	*8·00*	..	*5·00*	*4·00*	*4·00*	*46*	*14*	*60*	*1,396*	*23·0*	*1,62*	*22·0*
		1934-35	†	†	†	†	†	†	†	†	†	†	†	†
Jamnagar Dwarka	3′ 3⅜″	*1933-34*	*19·6*	*10·3*	..	*4·30*	*4·48*	*281*	*47*	*328*	*14,172*	*43·3*	*6,60*	*8·95*
		1934-35	19·6	10·4	..	4·31	4·51	323	40	363	14,055	38·7	7,09	9·69
Junagad State	3′ 3⅜″	*1933-34*	*17·5*	*8·65*	..	*3·48*	*3·58*	*220*	*46*	*266*	*10,769*	*40·5*	*7,45*	*13·3*
		1934-35	17·6	8·59	..	3·48	3·57	253	49	302	13,216	43·8	8,01	11·6
Morvi	3′ 3⅜″	*1933-34*	*18·5*	*9·31*	..	*3·53*	*3·77*	*89*	*127*	*216*	*11,708*	*54·2*	*6,69*	*10·9*
		1934-35	18·8	9·29	..	3·53	3·78	148	121	269	13,793	51·2	7,69	10·7
Mysore	3′ 3⅜″	*1933-34*	*24·0*	*9·21*	*5·95*	*3·59*	*3·76*	*190*	*102*	*292*	*17,915*	*61·4*	*11,30*	*12·1*
		1934-35	18·8	7·50	5·44	3·47	3·61	207	116	323	19,708	61·0	11,60	11·3
	2′ 6″	*1933-34*	..	*7·38*	..	*3·18*	*3·19*	*26*	*7*	*33*	*1,475*	*44·7*	*1,12*	*14·6*
		1934-35	..	11·3	..	2·95	2·96	24	5	29	1,345	46·4	1,05	15·0
	2′ 0″	*1933-34*	..	..	..	*3·51*	*3·50*	*8*	..	*8*	*230*	*28·8*	*39*	*32·6*
		1934-35	..	..	..	3·46	3·45	7	1	8	234	29·3	31	25·4
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1933-34*	*14·0*	*8·00*	*7·00*	*2·00*	*4·00*	*94*	*35*	*129*	*5,638*	*44·0*	*5,29*	*17·0*
		1934-35	14·0	9·00	7·50	4·00	4·00	64	36	100	3,914	39·0	3,28	16·0
Total Class II Railways	..	*1933-34*	*21·1*	*9·91*	*5·73*	*3·81*	*3·93*	*2,797*	*1,547*	*4,344*	*221,726*	*51·0*	*1,58,66*	*13·7*
		1934-35	20·8	9·53	5·49	3·75	3·86	2,989	1,592	4,581	234,294	51·1	1,60,57	13·2
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1933-34*	..	*27·4*	*6·86*	*5.99*	*6·07*	*13*	*6*	*19*	*378*	*19·8*	*26*	*13·3*
		1934-35	..	27·4	7·25	5·99	6·08	9	6	15	303	20·2	20	12·7
Arrah-Sasaram Light	2′ 6″	*1933-34*	*15·0*	..	*7·00*	*4·00*	*5·00*	*53*	*12*	*65*	*1,843*	*28·0*	*91*	*8·00*
		1934-35	15·0	..	8·00	5·00	5·00	86	8	94	2,832	30·0	1,37	9·00
Bankura-Damoodar River	2′ 6″	*1933-34*	..	*24·0*	*6·40*	*5·99*	*6·05*	*27*	*7*	*34*	*1,466*	*43·1*	*71*	*9·30*
		1934-35	..	24·0	5·82	5·96	6·02	16	7	23	978	42·5	48	9·42
Baraset-Basirhat Light	2′ 6″	*1933-34*	*10·0*	..	*5·00*	*3·00*	*3·00*	*39*	*5*	*44*	*1,046*	*23·0*	*1,16*	*21·0*
		1934-35	7·00	..	5·00	3·00	3·00	24	6	30	1,236	30·0	1,09	16·0
Bengal Provincial	2′ 6″	*1933-34*	*22·6*	*11·2*	*5·76*	*2 81*	*2·86*	*13*	*6*	*19*	*254*	*13·6*	*29*	*21·9*
		1934-35	25·3	10·9	6·45	4·78	4·82	6	4	10	138	13·3	16	8·40

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railways are considered as two or more separate consignments.

† Shown under class III Rlys.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of ***Class II and III Railways*** *for the years 1933-34 and 1934-35*—contd.

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1933-34*	*1*	*1,4*	*10,6*	*425,7*	*437,8*	*32,2*	*1*	*1,6*	*13,1*	*455,2*	*470,0*
		1934-35	1	1,6	11,7	530,8	544,2	49,6	1	1,8	14,4	577,5	593,8
Burdwan-Katwa	2′ 6″	*1933-34*	..	*2*	*3,8*	*259,0*	*263,0*	*10,6*	..	*3*	*4,0*	*269,3*	*273,6*
		1934-35	..	3	3,6	244,7	248,6	10,0	..	3	3,9	254,4	258,6
Cutch State	2′ 6″	*1933-34*	..	*3,0*	..	*181,8*	*184,8*	..	..	*3,0*	..	*181,8*	*184,8*
		1934-35	..	4,5	..	237,8	242,3	..	..	4,5	..	237,8	242,3
Dehri Rohtas Light	2′ 6″	*1933-34*	*1*	..	*2*	*78,4*	*78,7*	..	*1*	..	*2*	*78,4*	*78,7*
		1934-35	2	..	3	83,7	84,2	..	2	..	3	83,7	84,2
Dholpur State	2′ 6″	*1933-34*	..	*2*	..	*111,9*	*112,1*	..	..	*2*	..	*111,9*	*112,1*
		1934-35	..	2	..	116,1	116,3	..	..	2	..	116,1	116,3
Futwah-Islampur	2′ 6″	*1933-34*	*2*	..	*5,4*	*238,1*	*243,7*	*12,4*	*2*	..	*6,3*	*249,6*	*256,1*
		1934-35	3	..	5,6	236,6	242,5	19,8	3	..	6,6	255,4	262,3
Gwalior Light	2′ 6″	*1933-34*	..	*2,1*	..	*497,7*	*499,8*	*1,2*	..	*2,1*	..	*498,9*	*501,0*
		1934-35	..	1,8	..	484,8	486,6	1,7	..	1,8	..	486,5	488,3
Howrah Amta Light	2′ 0″	*1933-34*	††	††	††	††	††	††	††	††	††	††	††
		1934-35	3,7	..	47,9	2,528,1	2,579,7	2	3,7	..	47,9	2,528,3	2,579,9
Howrah-Sheakhala Light	2′ 0″	*1933-34*	*5*	..	*16,5*	*689,0*	*706,0*	..	*5*	..	*16,5*	*689,0*	*706,0*
		1934-35	4	..	13,1	642,6	656,1	1	4	..	13,1	642,7	656,2
Jagadhri Light	2′ 0″	*1933-34*	..	..	*2*	*56,6*	*56,8*	..	..	..	*2*	*56,6*	*56,8*
		1934-35	..	..	1	73,4	73,5	..	..	..	1	73,4	73,5
Jessore-Jhenidah	2′ 6″	*1933-34*	†	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1933-34*	†	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1933-34*	..	*1*	*4,7*	*575,0*	*579,8*	*1*	..	*1*	*4,7*	*575,1*	*579,9*
		1934-35	..	1	4,4	522,8	527,3	..	..	1	4,4	522,8	527,3
Kulasekarapatnam Light	2′ 0″	*1933-34*	..	..	..	*181,5*	*181,5*	..	..	..	..	*181,5*	*181,5*
		1934-35	..	..	..	154,7	154,7	..	..	..	..	154,7	154,7
Matheran Light	2′ 0″	*1933-34*	*2*	*7*	..	*2,2*	*3,1*	*21,9*	*2,0*	*9,7*	..	*13,3*	*25,0*
		1934-35	5	3,3	..	6,6	10,4	12,6	1,5	8,6	..	12,9	23,0
Porbandar State	3′ 3⅜″	*1933-34*	*1*	*2,0*	..	*258,6*	*260,7*	*61,8*	*2*	*3,4*	..	*318,9*	*322,5*
		1934-35	2	2,0	..	329,9	332,1	59,1	3	3,4	..	387,5	391,2
Tezpur-Balipara	2′ 6″	*1933-34*	*3*	..	*1,9*	*268,0*	*270,2*	..	*3*	..	*1,9*	*268,0*	*270,2*
		1934-35	3	..	1,5	249,0	250,8	..	3	..	1,5	249,0	250,8
Trivellore Light	2′ 0″	*1933-34*	..	..	..	*34,8*	*34,8*	..	..	..	..	*34,8*	*34,8*
		1934-35	..	..	..	19,0	19,0	..	..	..	..	19,0	19,0
Udaipur-Chitorgarh	3′ 3⅜″	*1933-34*	*5*	*3,0*	*2,6*	*495,3*	*501,4*	*56,9*	*1,0*	*4,3*	*2,7*	*550,3*	*558,3*
		1934-35	5	2,6	2,2	505,3	510,6	57,8	1,0	4,0	2,3	561,1	568,4
Total Class III Railways	..	*1933-34*	*7,1*	*14,2*	*105,8*	*6,810,1*	*6,937 2*	*286,6*	*9,5*	*26,7*	*112,7*	*7,074,9*	*7,223,8*
		1934-35	11,1	18,0	149,9	9,282,2	9 461,2	286,5	12,8	26,7	156,8	9,551,4	9,747,7

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway area considered as having made two or more separate journeys.

† Not available.

†† Shown under Class II Railways.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1933-34*	*2*	*33*	*235*	*7,077*	*7,347*	*23·0*	*20·0*	*17·0*	*15·0*	*15·0*
		1934-35	2	34	290	9,822	10,148	20·0	19·0	20·0	17·0	17·0
Burdwan-Katwa	2′ 6″	*1933-34*	..	*6*	*81*	*3,415*	*3,502*	..	*20·0*	*20·3*	*12·7*	*12·8*
		1934-35	..	8	79	3,339	3,426	..	26·7	20·3	13·1	13·2
Cutch-State	2′ 6″	*1933-34*	..	*85*	..	*3,678*	*3,763*	..	*28·3*	..	*20·2*	*20·3*
		1934-35	..	111	..	4,893	5,004	..	24·8	..	20·6	20·7
Dehri Rohtas Light	2′ 6″	*1933-34*	*2*	..	*4*	*1,037*	*1,043*	*19·0*	..	*17·0*	*13·0*	*13·0*
		1934-35	3	..	5	1,093	1,101	17·0	..	17·0	13·0	13·0
Dholpur State	2′ 6″	*1933-34*	..	*5*	..	*2,238*	*2,243*	..	*24·5*	..	*20·0*	*20·0*
		1934-35	..	4	..	2,184	2,188	..	25·7	..	18·8	18·8
Futwah-Islampur	2′ 6″	*1933-34*	*4*	..	*88*	*3,446*	*3,538*	*16·0*	..	*13·0*	*13·0*	*13·0*
		1934-35	4	..	90	3,493	3,587	14·0	..	13·0	13·0	13·0
Gwalior Light	2′ 6″	*1933-34*	..	*89*	..	*13,230*	*13,319*	*28·0*	*37·0*	..	*26·0*	*26·0*
		1934-35	..	77	..	12,558	12,635	23·0	38·0	..	26·0	26·0
Howrah Amta Light	2′ 0″	*1933-34*	††	††	††	††	††	††	††	††	††	††
		1934-35	82	..	489	32,795	33,366	22·0	..	10·0	12·0	12·0
Howrah-Sheakhala Light	2′ 0″	*1933-34*	*7*	..	*90*	*5,697*	*5,794*	*14·0*	..	*5·00*	*8·00*	*8·00*
		1934-35	7	..	82	5,499	5,588	14·0	..	6·00	8·00	8·00
Jagadhri Light	2′ 0″	*1933-34*	..	..	*1*	*187*	*188*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1934-35	..	..	..	242	242	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2′ 6″	*1933-34*	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1933-34*	†	†	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1933-34*	..	*2*	*19*	*4,750*	*4,771*	..	*10·0*	*4·04*	*8·26*	*8·23*
		1934-35	..	2	17	4,512	4,531	..	20·0	3·86	8·63	8·59
Kulasekarapatnam Light	2′ 0″	*1933-34*	..	..	..	*1,872*	*1,872*	..	..	..	*10·3*	*10·3*
		1934-35	..	..	..	1,588	1,588	..	..	..	10·3	10·3
Matheran Light	2′ 0″	*1933-34*	*2*	*4*	..	*5*	*11*	*1·00*	*0·50*	..	*0·25*	*0·36*
		1934-35	2	3	..	5	10	1·00	0·50	..	0·25	0·36
Porbandar State	3′ 3⅜″	*1933-34*	*8*	*106*	..	*6,142*	*6,256*	*33·5*	*30·9*	..	*19·3*	*19·4*
		1934-35	9	104	..	6,508	6,621	27·5	30·6	..	16·8	16·9
Tezpore-Balipara	2′ 6″	*1933-34*	*5*	..	*26*	*2,445*	*2,476*	*15·5*	..	*14·3*	*8·10*	*9·16*
		1934-35	4	..	24	2,300	2,328	13·8	..	15·2	9·24	9·28
Trivellore Light	2′ 0″	*1933-34*	..	..	..	*83*	*83*	..	..	..	*2·37*	*2·37*
		1934-35	..	..	..	45	45	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3⅜″	*1933-34*	*68*	*249*	*190*	*21,179*	*21,686*	*63·6*	*58·6*	*69·1*	*38·5*	*38·8*
		1934-35	67	255	135	20,168	20,625	65·3	63·6	59·9	35·9	36·3
Total Class III Railways	..	*1933-34*	*213*	*601*	*1,787*	*114,122*	*116,723*	*22·4*	*22·5*	*15·9*	*16·1*	*16·2*
		1934-35	308	620	2,257	145,067	148,252	24·1	23·2	14·4	15·2	15·2

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

†† Shown under Class I Railways.

Class II and III Railways for the years 1933-34 and 1934-35—concld.

Earnings from passengers carried (excluding refunds) (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried excluding refunds (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—*concld.*
..	*2*	*7*	*1,29*	*1,38*	*14·0*	*8·00*	*6·00*	*8·00*	*3·00*	*31*	*18*	*49*	*931*	*19·0*	*77*	*12·0*	Bukhtiarpur Bihar Light.
..	2	9	1,79	1,90	15·0	9·00	6·00	3·00	3·00	42	21	63	1,177	18·0	1,02	16·0	
..	*1*	*3*	*1,06*	*1,10*	..	*32·0*	*7·11*	*5·96*	*6·03*	*20*	*6*	*26*	*577*	*22·2*	*38*	*12 6*	Burdwan Katwa
..	1	3	1,04	1,08	..	24·0	7·29	5·98	6·05	13	8	21	461	22·0	26	10·8	
..	*3*	..	*85*	*88*	..	*6·77*	..	*4·43*	*4·49*	*34*	..	*34*	*698*	*20·5*	*46*	*12·7*	Cutch-State.
..	5	..	1,00	1,05	..	8·09	..	3·94	4·03	37	..	37	735	19·9	62	16·2	
..	..	..	*21*	*21*	*20·0*	..	*7·00*	*3·75*	*3·80*	*90*	..	*90*	†	†	*1,39*	†	Dehri Rohtas Light.
..	..	..	22	22	20·0	..	7·00	3·75	3·81	137	5	142	†	†	1,97	†	
..	..	..	*47*	*47*	..	*15·0*	..	*3·99*	*4·02*	*65*	*2*	*67*	*2,567*	*38·2*	*1,13*	*8·40*	Dholpur State.
..	..	..	46	46	..	15·0	..	4·00	4·02	80	1	81	2,995	36·8	1,26	8·10	
..	..	*4*	*81*	*85*	*20·0*	..	*7·00*	*4·00*	*4·00*	*12*	*6*	*18*	*318*	*17·0*	*28*	*17·0*	Futwah-Islampur.
..	..	4	82	86	20·0	..	7·00	4·00	4·00	15	7	22	394	17·0	31	15·0	
..	*6*	..	*3,30*	*3,36*	*27·0*	*12·0*	..	*5·00*	*5·00*	*138*	*26*	*164*	*7,259*	*41·0*	*3,98*	*10·5*	Gwalior Light.
..	5	..	3,15	3,20	27·0	12·0	..	5·00	5·00	140	25	165	6,875	38·0	3,59	12·0	
††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	Howrah Amta Light.
4	..	13	7,03	7,20	9·00	..	5·00	4·00	4·00	48	13	61	1,413	23·0	1,63	22·0	
..	..	*2*	*1,10*	*1,12*	*9·00*	..	*4·00*	*3·00*	*3·00*	*14*	*3*	*17*	*290*	*17·0*	*35*	*23·0*	Howrah. Shealkhala Light.
..	..	2	1,03	1,05	9·00	..	4·00	3·00	3·00	13	3	16	278	17·0	33	22·0	
..	..	..	*3*	3	*21·8*	..	*7·21*	*3·46*	*3·47*	*10*	..	*10*	*32*	*3·31*	*10*	*60·0*	Jagadhri Light.
..	..	..	*5*	5	21·8	..	7·27	3·61	3·64	6	..	6	21	3·31	8	66·9	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jessore-Jhenidah
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,16*	*1,17*	..	..	*10·1*	*4·69*	*4·71*	*43*	*4*	*47*	*934*	*19·9*	*49*	*10·1*	Kalighat-Falta.
..	..	1	1,09	1,10	..	..	11·3	4·64	4·66	31	4	35	672	19·2	36	10·3	
..	..	..	*55*	*55*	..	..	..	*5·66*	*5·66*	*17*	..	*17*	*154*	*9·32*	*37*	*46·0*	Kulasekara-patnam Light.
..	..	..	47	47	..	..	..	5·58	5·58	12	..	12	121	9·82	27	43·2	
10	*34*	..	*27*	*71*	*5·00*	*9·00*	..	*5·00*	*6·50*	*1*	*1*	*2*	*3*	*1·50*	*15*	*5·00*	Matheran Light.
6	29	..	26	61	5·00	9·00	..	5·00	6·50	1	1	2	3	1·50	15	5·00	
1	*5*	..	*1,11*	*1,17*	*17·9*	*8·94*	..	*3·48*	*3·59*	*99*	*8*	*107*	*2,430*	*23·2*	*1,29*	*10·0*	Porbandar State.
1	5	..	1,17	1,23	17·9	8·92	..	3·47	3·57	105	7	112	2,376	21·3	1,34	10·8	
..	..	*1*	*58*	*59*	*20·0*	..	*7·00*	*4·50*	*4·56*	*14*	..	*14*	*719*	*51·4*	*77*	*20·5*	Tezpore-Balipara.
..	..	1	54	55	20·0	..	7·00	4·50	4·56	18	..	18	895	49·7	79	16·9	
..	..	..	*2*	*2*	..	..	..	*6·00*	*6·00*	..	..	..	..	..	..	..	Trivellore Light.
..	..	..	1	1	..	..	..	6·00	6·00	..	..	..	..	..	..	..	
8	*16*	*5*	*3,29*	*3,58*	*23·6*	*11·9*	*4·49*	*2·99*	*3·17*	*32*	*26*	*58*	*3,486*	*59·9*	*2,06*	*11·4*	Udaipur-Chitorgarh.
8	16	3	3,14	3,41	23·0	11·7	4·49	2·99	2·73	26	26	52	2,830	54.9	1,88	12·7	
25	*69*	*54*	*23,98*	*25,46*	*22·5*	*22·0*	*5·80*	*4·03*	*4·19*	*765*	*136*	*901*	*25,435*	*28·2*	*17,30*	*13·1*	Total Class III Rys
24	65	68	30,76	32,33	15·0	20·1	5·78	4·07	4·19	865	152	1,017	26,733	26·3	19,16	13·8	

† Not available.

37.—*Statistics of engine miles and Coal consumption of* **Class II**

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	Tons of coal consumed on Locomotives.				
			† Passenger.	† Mixed.	† Goods.	Total (including departmental).	† Shunting.	* Miscellaneous.	§ Total.				Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1933-34*	*98*	*285*	*6*	*391*	*64*	*8*	*72*	*463*	*Nil*	*87*	*Nil*	*10,964*	*Nil*	*Nil*	*10,964*
		1934-35	87	272	8	370	57	8	65	435	,,	88	,,	10,571	,,	,,	10,571
Bengal Dooars.	3′ 3⅜″	*1933-34*	*1*	*287*	*30*	*330*	*28*	*13*	*41*	*371*	,,	*Nil*	,,	*7,562*	,,	,,	*7,562*
		1934-35	..	288	35	346	28	13	41	387	,,	,,	,,	7,551	,,	,,	7,551
Bhavnagar State.	3′ 3⅜″	*1933-34*	*301*	*258*	*107*	*678*	*200*	*12*	*212*	*890*	*4*	*8*	*2,333*	*18,808*	*100*	,,	*21,181*
		1934-35	298	264	123	695	208	11	219	914	5	10	3,030	18,191	102	,,	21,262
Bikaner State.	3′ 3⅜″	*1933-34*	*78*	*800*	*65*	*948*	*81*	*23*	*104*	*1,052*	*Nil*	*Nil*	*Nil*	*20,571*	*43*	,,	*20,588*
		1934-35	9	827	79	920	86	22	108	1,028	,,	,,	,,	21,908	51	,,	21,928
Darjeeling-Himalayan.	2′ 0″	*1933-34*	*37*	*262*	*217*	*516*	*38*	*36*	*74*	*590*	,,	,,	,,	*12,253*	*Nil*	,,	*12,253*
		1934-35	37	252	221	510	35	31	66	576	,,	,,	,,	11,942	,,	,,	11,942
Dibru-Sadiya	3′ 3⅜″	*1933-34*	*Nil*	*309*	*81*	*390*	*161*	*3*	*164*	*554*	,,	,,	,,	*12,507*	,,	,,	*12,507*
		1934-35	,,	310	80	390	158	2	160	550	,,	,,	,,	12,849	,,	,,	12,849
Gaekwar's Baroda State.	3′ 3⅜″	*1933-34*	*155*	*273*	*27*	*456*	*79*	*3*	*82*	*538*	,,	,,	,,	*10,700*	*113*	,,	*10,745*
		1934-35	95	383	18	498	92	10	102	600	,,	,,	,,	13,072	59	,,	13,096
	2′ 6″	*1933-34*	*(c) 47*	*384*	*15*	*(c) 456*	*107*	*5*	*112*	*(c) 568*	*3*	*††120*	,,	*8,390*	*68*	*‡‡73 (e)*	*8,417*
		1934-35	34	410	6	463	98	3	101	564	6	††110	,,	8,026	56	‡‡73	8,048
Gondal	3′ 3⅜″	*1933-34*	*137*	*269*	*52*	*469*	*138*	*17*	*155*	*624*	*Nil*	*Nil*	,,	*15,320*	*39*	*Nil*	*15,336*
		1934-35	140	257	46	443	133	16	149	592	,,	,,	,,	14,978	44	,,	14,996
Howrah-Amta Light.	2′ 0″	*1933-34*	*178*	*103*	*11*	*292*	*6*	*1*	*7*	*299*	,,	,,	,,	*3,634*	*Nil*	,,	*3,634*
		1934-35	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*
Jamnagar Dwarka.	3′ 3⅜″	*1933-34*	*76*	*121*	*34*	*232*	*75*	*1*	*76*	*308*	*44*	*Nil*	*Nil*	*8,910*	*108*	*Nil*	*8,953*
		1934-35	74	127	33	234	84	11	95	329	42	,,	,,	7,899	106	,,	7,941
Junagad State.	3′ 3⅜″	*1933-34*	*66*	*222*	*14*	*311*	*34*	*2*	*36*	*347*	*Nil*	,,	,,	*6,746*	*48*	,,	*6,765*
		1934-35	90	244	32	376	38	4	42	418	55	,,	,,	7,684	48	,,	7,703
Morvi	3′ 3⅜″	*1933-34*	*132*	*147*	*10*	*305*	*53*	*Nil*	*53*	*358*	*24*	,,	,,	*8,218*	*104*	,,	*8,260*
		1934-35	136	156	13	331	69	,,	69	400	28	,,	,,	9,422	112	,,	9,467
Mysore	3′ 3⅜″	*1933-34*	*(c) 566*	*329*	*63*	*(c) 973*	*141*	*6*	*147*	*(c) 1,120*	*(c) 8*	,,	,,	*23,789*	*Nil*	,,	*23,789*
		1934-35	528	291	132	964	163	12	175	1,139	10	,,	,,	23,844	,,	,,	23,844
	2′ 6″	*1933-34*	*28*	*165*	*1*	*196*	*17*	*Nil*	*17*	*213*	*Nil*	,,	,,	*3,291*	,,	,,	*3,291*
		1934-35	54	158	..	213	21	1	22	235	,,	,,	,,	3,146	,,	,,	3,146
	2′ 0″	*1933-34*	*Nil*	*20*	*12*	*32*	*8*	*Nil*	*8*	*40*	,,	,,	,,	*574*	,,	,,	*574*
		1934-35	,,	20	12	32	9	,,	9	41	,,	,,	,,	541	,,	,,	541
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1933-34*	,,	*135*	*22*	*159*	*14*	*2*	*16*	*175*	,,	,,	,,	*2,872*	*11*	,,	*2,876*
		1934-35	,,	135	8	143	11	1	12	155	,,	,,	,,	2,438	9	,,	2,442
Total Class II Railways.	..	*1933-34*	*(c) 1,900*	*4,369*	*767*	*(c) 7,134*	*1,244*	*132*	*1,376*	*(c) 8,510*	*(c) 83*	*215*	*2,333*	*175,109*	*634*	*‡‡73*	*177,695*
		1934-35	1,582	4,394	846	6,928	1,290	145	1,435	8,363	146	208	3,030	174,062	587	‡‡73	177,327
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1933-34*	*Nil*	*73*	*Nil*	*79*	*14*	*28*	*42*	*121*	*Nil*	*Nil*	*Nil*	*1,023*	*Nil*	*Nil*	*1,023*
		1934-35	1	73	,,	81	14	28	42	123	,,	,,	,,	974	,,	,,	974
Arrah-Sasaram Light.	2′ 6″	*1933-34*	*19*	*88*	*12*	*119*	*12*	*Nil*	*12*	*131*	,,	,,	,,	*1,367*	,,	,,	*1,367*
		1934-35	5	108	31	144	13	,,	13	157	,,	,,	,,	1,714	,,	,,	1,714
Bankura Damoodar River.	2′ 6″	*1933-34*	*1*	*110*	*Nil*	*113*	*10*	*38*	*48*	*161*	,,	,,	,,	*1,348*	,,	,,	*1,348*
		1934-35	Nil	111	Nil	113	9	42	51	164	,,	,,	,,	1,263	,,	,,	1,263

* Includes light, assisting required, assisting not required, siding and departmental. § Including Departmental.
† Excluding departmental. †† Includes Internal Combustion miles 1933-34, 109 and 1934-35, 100
(d) Shown under Class III Railways. ‡‡ Oil fuel is not converted into coal.
(e) Includes 7 tons of oil fuel consumed for other than Locomotive purposes.

and III Railways for the years 1933-34 and 1934-35.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*66*	*Nil*	*66*	*Nil*	*11,030*	*Nil*	*Nil*	*11,030*	*Nil*	*6·37*	*Nil*	*Nil*	*Nil*	*12·6*	*Nil*	*Nil*	Barsi Light.
,,	21	,,	21	,,	10,592	,,	,,	10,592	,,	5·75	,,	,,	,,	12·9	,,	,,	
,,	*722*	,,	*722*	,,	*8,284*	,,	,,	*8,284*	,,	*4·00*	,,	,,	,,	*12·0*	,,	,,	Bengal Doars.
,,	720	,,	720	,,	8,271	,,	,,	8,271	,,	3·25	,,	,,	,,	11·3	,,	,,	
,,	*878*	*10*	*882*	*2,333*	*19,686*	*110*	,,	*22,063*	*9·00*	*8·17*	*14·3*	,,	*15·2*	*16·7*	*14·3*	,,	Bhavnagar State.
,,	819	9	823	3,030	19,010	111	,,	22,085	8·65	5·61	13·4	,,	14·8	11·7	13·4	,,	
,,	*2,566*	*Nil*	*2,566*	*Nil*	*23,137*	*43*	,,	*23,154*	*Nil*	*3·98*	*10·0*	,,	*Nil*	*16·4*	*10·0*	,,	Bikaner State.
,,	2,271	,,	2,271	,,	24,179	51	,,	24,199	,,	3·72	10·0	,,	,,	16·1	10·0	,,	
,,	*2,187*	,,	*2,187*	,,	*14,440*	*Nil*	,,	*14,440*	,,	*3·75*	*Nil*	,,	,,	*11·0*	*Nil*	,,	Darjeeling-Himalayan
,,	2,295	,,	2,295	,,	14,237	,,	,,	14,237	,,	3·56	,,	,,	,,	10·9	,,	,,	
,,	*3,851*	,,	*3,851*	,,	*16,358*	,,	,,	*16,358*	,,	*7·92*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	4,198	,,	4,198	,,	17,047	,,	,,	17,047	,,	7·92	,,	,,	,,	11·8	,,	,,	
,,	*585*	,,	*585*	,,	*11,285*	*113*	,,	*11,330*	,,	*4·09*	*6·50*	,,	,,	*16·0*	*6·93*	,,	Gaekwar's Baroda State.
,,	323	,,	323	,,	13,395	59	,,	13,419	,,	3·51	6·50	,,	,,	17·3	7·80	,,	
,,	*454*	*8*	*457*	,,	*8,844*	*76*	‡‡*73*	*8,874*	,,	*4·09*	*6·50*	*59·0*	,,	*17·2*	*7·75*	*76·0*	
,,	342	,,	342	,,	8,368	56	‡‡73	8,390	,,	3·50	6·50	59·0	,,	17·2	6·63	76·0	
,,	*(c)478*	*7*	*(c)481*	,,	*15,790*	*46*	*Nil*	*15,809*	,,	*19·5*	*16·2*	,,	,,	*19·7*	*16·2*	*Nil*	Gondal.
,,	321	6	323	,,	15,299	50	,,	15,319	,,	13·2	16·2	,,	,,	13·4	16·2	,,	
,,	*1,028*	*Nil*	*1,028*	,,	*4,662*	*Nil*	,,	*4,662*	,,	*3·00*	*Nil*	*Nil*	,,	*8·40*	*Nil*	,,	Howrah-Amta Light.
(d)	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d)*	*(d*	
Nil	*98*	*Nil*	*98*	*Nil*	*9,008*	*108*	*Nil*	*9,051*	*Nil*	*3·61*	*15·8*	*Nil*	*Nil*	*15·4*	*15·8*	*Nil*	Jamnagar Dwarka.
,,	120	,,	120	,,	8,019	106	,,	8,061	,,	3·57	15·9	,,	,,	12·9	15·9	,,	
,,	*400*	*12*	*405*	,,	*7,146*	*60*	,,	*7,170*	,,	*13·9*	*10·0*	,,	,,	*14·7*	*10·0*	,,	Junagad State.
,,	452	11	457	,,	8,136	59	,,	8,160	,,	11·6	10·0	,,	,,	12·3	10·0	,,	
,,	*194*	*6*	*196*	,,	*8,412*	*110*	,,	*8,456*	,,	*4·98*	*5·06*	,,	,,	*15.3*	*5·06*	,,	Morvi.
,,	345	6	347	,,	9,767	118	,,	9,814	,,	5·05	5·38	,,	,,	12·4	5·38	,,	
,,	*1,742*	*Nil*	*1,742*	,,	*25,531*	*Nil*	,,	*25,531*	,,	*4·75*	*Nil*	,,	,,	*15·2*	*Nil*	,,	Mysore.
,,	1,953	,,	1,953	,,	25,797	,,	,,	25,797	,,	4·75	,,	,,	,,	15·2	,,	,,	
,,	*12*	,,	*12*	,,	*3,303*	,,	,,	*3,303*	,,	*4·75*	,,	,,	,,	*14·3*	,,	,,	
,,	7	,,	7	,,	3,153	,,	,,	3,153	,,	4·75	,,	,,	,,	14·3	,,	,,	
,,	*2*	,,	*2*	,,	*576*	,,	,,	*576*	,,	*4·75*	,,	,,	,,	*16·1*	,,	,,	
,,	2	,,	2	,,	543	,,	,,	543	,,	4·75	,,	,,	,,	16·1	,,	,,	
,,	*354*	*2*	*355*	,,	*3,226*	*13*	,,	*3,231*	,,	*3·50*	*13·5*	,,	,,	*13·9*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	126	1	126	,,	2,564	10	,,	2,568	,,	3·63	13·5	,,	,,	13·7	13·5	,,	
Nil	*(c)15,617*	*45*	*(c)15,635*	*2,333*	*190,718*	*679*	‡‡*73*	*193,322*									Total Class II Railways.
,,	14,315	33	14,328	3,030	188,377	620	‡‡73	191,655									
																	Class III
Nil	*103*	*Nil*	*103*	*Nil*	*1,126*	*Nil*	*Nil*	*1,126*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*6·37*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	100	,,	100	,,	1,074	,,	,,	1,074	,,	2·50	,,	,,	,,	6·37	,,	,,	
,,	*294*	,,	*294*	,,	*1,661*	,,	,,	*1,661*	,,	*2·63*	,,	,,	,,	*8·70*	,,	,,	Arrah-Sasaram Light.
,,	354	,,	354	,,	2,068	,,	,,	2,068	,,	2·37	,,	,,	,,	8·45	,,	,,	
,,	*466*	,,	*466*	,,	*1,814*	,,	,,	*1,814*	,,	*2·50*	,,	,,	,,	*4·73*	,,	,,	Bankura Damoodar River.
,,	530	,,	530	,,	1,793	,,	,,	1,793	,,	2·50	,,	,,	,,	4·73	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.

(b) Figures relating to Oil Fuel in respect to tons of coal consumed for other than locomotive purposes are 'Nil'.

(c) Revised Figures.

37.—*Statistics of engine miles and Coal consumption of* **Class II**

Railway.	Gauge.	Year.	Train miles (in thousands). § Passenger.	Mixed.	§ Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). § Shunting.	* Miscellaneous.	** Total.	Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1933-34*	*117*	*101*	*29*	*247*	*9*	..	*9*	*256*	*Nil*	*Nil*	*Nil*
		1934-35	65	165	33	263	10	..	10	273	,,	,,	,,
Bengal Provincial.	2′ 6″	*1933-34*	*1*	*97*	*Nil*	*98*	*8*	*2*	*10*	*108*	,,	,,	,,
		1934-35	1	98	,,	99	8	2	10	109	,,	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1933-34*	*7*	*79*	*1*	*87*	*9*	..	*9*	*96*	,,	,,	,,
		1934-35	88	3	91	182	12	..	12	194	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1933-34*	*24*	*109*	*Nil*	*135*	*25*	*42*	*67*	*202*	,,	,,	,,
		1934-35	12	121	,,	135	24	43	67	202	,,	,,	,,
Cutch State	2′ 6″	*1933-34*	*1*	*55*	*1*	*60*	*9*	*16*	*25*	*85*	,,	,,	*50*
		1934-35	1	55	2	64	9	16	25	89	,,	,,	*Nil*
Dehri-Rohtas Light.	2′ 6″	*1933-34*	*Nil*	*36*	*Nil*	*36*	*9*	*Nil*	*9*	*45*	*12*	,,	,,
		1934-35	,,	44	,,	44	10	,,	10	54	11	,,	,,
Dholpur-State.	2′ 6″	*1933-34*	*1*	*58*	..	*59*	*14*	*2*	*16*	*75*	*1*	,,	,,
		1934-35	..	58	1	59	16	2	18	77	1	,,	,,
Futwah-Islampur.	2′ 6″	*1933-34*	*11*	*39*	*N*	*50*	*2*	..	*2*	*52*	*Nil*	,,	,,
		1934-35	6	46	,,	52	2	..	2	54	,,	,,	,,
Gwalior Light.	2′ 6″	*1933-34*	*5*	*242*	*38*	*288*	*47*	*9*	*56*	*344*	,,	,,	,,
		1934-35	3	241	40	287	52	10	62	349	,,	,,	,,
Howrah Amta Light.	2′ 0″	*1933-34*	†	†	†	†	†	†	†	†	†	†	†
		1934-35	180	109	15	304	5	1	6	310	Nil	Nil	Nil
Howrah-Sheakhala Light.	2′ 0″	*1933-34*	*18*	*52*	*1*	*71*	*1*	..	*1*	*72*	,,	,,	,,
		1934-35	17	52	1	70	1	1	2	72	,,	,,	,,
Jagadhri Light.	2′ 0″	*1933-34*	*Nil*	*7*	*Nil*	*7*	*1*	*Nil*	*1*	*8*	,,	,,	,,
		1934-35	,,	9	,,	9	1	,,	1	10	,,	,,	,,
Jessore-Jhenidah.	2′ 6″	*1933-34*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial).	2′ 0″	*1933-34*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1934-35	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta.	2′ 6″	*1933-34*	*53*	*85*	*Nil*	*140*	*15*	*102*	*117*	*257*	*Nil*	*Nil*	*Nil*
		1934-35	53	89	,,	143	17	114	131	274	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1933-34*	*Nil*	*62*	*1*	*63*	*Nil*	*Nil*	*Nil*	*63*	,,	,,	,,
		1934-35	,,	58	1	59	,,	,,	,,	59	,,	,,	,,
Matheran Light.	2′ 0″	*1933-34*	*2*	*10*	*1*	*13*	,,	,,	,,	*13*	*10*	,,	,,
		1934-35	..	10	3	13	,,	,,	,,	13	8	,,	,,
Parbandar State.	3′ 3⅜″	*1933-34*	*Nil*	*64*	*13*	*77*	*16*	,,	*16*	*93*	*Nil*	,,	,,
		1934-35	,,	82	15	97	16	,,	16	113	,,	,,	,,
Tezpore Balipara Light.	2′ 6″	*1933-34*	,,	*42*	*Nil*	*42*	*1*	,,	*1*	*43*	,,	,,	,,
		1934-35	,,	40	,,	40	8	,,	8	48	,,	,,	,,
Trivellore Light.	2′ 0″	*1933-34*	*83*	*Nil*	,,	*83*	*Nil*	,,	*Nil*	*83*	,,	,,	,,
		1934-35	45	,,	,,	45	,,	,,	,,	45	,,	,,	,,
Udaipur-Chitorgarh	3′ 3⅜″	*1933-34*	*103*	*32*	*62*	*203*	*5*	*13*	*18*	*221*	,,	,,	,,
		1934-35	104	62	32	204	11	9	20	224	,,	,,	,,
Total Class III Railways.	..	*1933-34*	*446*	*1,441*	*159*	*2,070*	*207*	*252*	*459*	*2,529*	*23*	*Nil*	*50*
		1934-35	581	1,634	265	2,507	238	268	506	3,013	20	,,	Nil

* Includes light, assisting required, assisting
† Shown under Class II Railways.
‡ Information not available.
§ Excluding departmental.
** Including Departmental.
(*a*) 2½ Tons of Wood=1 Ton of Coal and 0·55

and III Railways for the years 1933-34 and 1934-35—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
															CLASS III—*contd.*
Nil	*3,155*	*Nil*	*Nil*	*3,155*	*Nil*	*814*	*Nil*	*Nil*	*814*	*Nil*	*3,969*	*Nil*	*Nil*	*3,969*	Baraset-Basirhat Light.
,,	3,067	,,	,,	3,067	,,	1,174	,,	,,	1,174	,,	4,241	,,	,,	4,241	
,,	*1,606*	,,	,,	*1,606*	,,	*116*	,,	,,	*116*	,,	*1,722*	,,	,,	*1,722*	Bengal Provincial.
,,	1,584	,,	,,	1,584	,,	119	,,	,,	119	,,	1,703	,,	,,	1,703	
,,	*1,036*	,,	,,	*1,036*	,,	*314*	,,	,,	*314*	,,	*1,350*	,,	,,	*1,350*	Bukhtiarpur-Bihar Light.
,,	1,156	,,	,,	1,156	,,	292	,,	,,	292	,,	1,448	,,	,,	1,448	
,,	*1,602*	,,	,,	*1,602*	,,	*341*	,,	,,	*341*	,,	*1,943*	,,	,,	*1,943*	Burdwan-Katwa.
,,	1,559	,,	,,	1,559	,,	329	,,	,,	329	,,	1,888	,,	,,	1,888	
,,	*924*	*10*	,,	*928*	,,	*28*	,,	,,	*28*	,,	*952*	*10*	,,	*956*	Cutch State.
,,	1,258	12	,,	1,263	,,	72	,,	,,	72	,,	1,330	12	,,	1,335	
,,	*1,354*	*Nil*	,,	*1,354*	,,	*136*	,,	,,	*136*	,,	*1,490*	*Nil*	,,	*1,490*	Dehri-Rohtas. Light.
,,	2,077	,,	,,	2,077	,,	157	,,	,,	157	,,	2,234	,,	,,	2,234	
,,	*1,140*	*6*	,,	*1,142*	,,	*Nil*	,,	,,	*Nil*	,,	*1,140*	*6*	,,	*1,142*	Dholpur-State.
,,	1,132	5	,,	1,134	,,	,,	,,	,,	,,	,,	1,132	5	,,	1,134	
,,	*532*	*Nil*	,,	*532*	,,	*72*	,,	,,	*72*	,,	*604*	*Nil*	,,	*604*	Futwah-Islampur.
,,	538	,,	,,	538	,,	65	,,	,,	65	,,	603	,,	,,	603	
,,	*6,215*	*3*	,,	*6,216*	,,	*187*	*2*	,,	*188*	,,	*6,402*	*5*	,,	*6,404*	Gwalior Light.
,,	6,211	8	,,	6,214	,,	292	2	,,	293	,,	6,503	10	,,	6,507	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Howrah Amta Light.
Nil	4,003	Nil	Nil	4,003	Nil	1,047	Nil	Nil	1,047	Nil	5,050	Nil	Nil	5,050	
,,	*908*	,,	,,	*908*	,,	*255*	,,	,,	*255*	,,	*1,163*	,,	,,	*1,163*	Howrah-Sheakhala
,,	1,001	,,	,,	1,001	,,	262	,,	,,	262	,,	1,263	,,	,,	1,263	Light.
,,	*104*	,,	,,	*104*	,,	*16*	,,	,,	*16*	,,	*120*	*1*	,,	*120*	Jagadhri Light.
,,	150	1	,,	150	,,	15	,,	,,	15	,,	165	1	,,	165	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Jessore-Jhenidah.
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	
,,	*831*	*Nil*	,,	*831*	,,	*267*	,,	,,	*267*	,,	*1,098*	*Nil*	,,	*1,098*	Jorhat (Provincial).
,,	1,013	,,	,,	1,013	,,	344	,,	,,	344	,,	1,357	,,	,,	1,357	
,,	*1,927*	,,	,,	*1,927*	,,	*331*	,,	,,	*331*	,,	*2,258*	,,	,,	*2,258*	Kalighat-Falta.
,,	2,067	,,	,,	2,067	,,	341	,,	,,	341	,,	2,408	,,	,,	2,408	
,,	*Nil*	,,	*43*	*78*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*43*	*78*	Kulasekara-patnam Light.
,,	,,	,,	27	49	,,	,,	,,	,,	,,	,,	,,	,,	27	49	
,,	*600*	,,	*Nil*	*600*	,,	,,	,,	,,	,,	,,	*600*	,,	*Nil*	*600*	Matheran Light
,,	403	,,	,,	403	,,	,,	,,	,,	,,	,,	403	,,	,,	403	
,,	*2,029*	*8*	,,	*2,032*	,,	*51*	,,	,,	*51*	,,	*2,080*	*8*	,,	*2,083*	Porbandar State.
,,	2,350	8	,,	2,353	,,	60	2	,,	61	,,	2,410	10	,,	2,414	
,,	*738*	*Nil*	,,	*738*	,,	*155*	*Nil*	,,	*155*	,,	*893*	*Nil*	,,	*893*	Tezpore-Balipara Light.
,,	813	,,	,,	813	,,	186	,,	,,	186	,,	999	,,	,,	999	
,,	*63*	*6*	,,	*65*	,,	*Nil*	,,	,,	*Nil*	,,	*63*	*6*	,,	*65*	Trivellore Light.
,,	49	4	,,	51	,,	,,	,,	,,	,,	,,	49	4	,,	51	
,,	*3,965*	*27*	,,	*3,976*	,,	*1,092*	,,	,,	*1,092*	,,	*5,057*	*27*	,,	*5,068*	Udaipur-Chitorgarh.
,,	3,994	33	,,	4,007	,,	1,089	,,	,,	1,089	,,	5,083	33	,,	5,096	
Nil	*32,467*	*61*	*43*	*32,568*	*Nil*	*5,038*	*2*	*Nil*	*5,039*	*Nil*	*37,505*	*63*	*43*	*37,607*	Total Class III Railways.
,,	38,376	71	27	38,453	,,	6,828	4	,,	6,830	,,	45,204	75	27	45,283	

not required, siding and departmental.

Ton of Oil fuel=1 Ton of Coal.

37.—*Statistics of engine miles and Coal consumption of* ***Class II and III Railways*** *for the years 1933-34 and 1934-35*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light .	2′ 6″ .	*1933-34*	*Nil*	*3·00*	*Nil*	*Nil*	*Nil*	*9·47*	*Nil*	*Nil*
		1934-35	,,	2·50	,,	,,	,,	8·97	,,	,,
Bengal Provincial . .	2′ 6″ .	*1933-34*	,,	*2·38*	,,	,,	,,	*6·13*	,,	,,
		1934-35	,,	2·12	,,	,,	,,	5·19	,,	,,
Bukhtiarpur-Bihar Light .	2′ 6″ .	*1933-34*	,,	*2·63*	,,	,,	,,	*8·56*	,,	,,
		1934-35	,,	2·37	,,	,,	,,	8·31	,,	,,
Burdwan-Katwa . . .	2′ 6″ .	*1933-34*	,,	*2·50*	,,	,,	,,	*6·37*	,,	,,
		1934-35	,,	2·50	,,	,,	,,	6·37	,,	,,
Cutch State . . .	2′ 6″ .	*1933-34*	,,	*23·0*	*7·50*	,,	,,	*25·0*	*7·50*	,,
		1934-35	,,	21·0	7·50	,,	,,	21·0	7·50	,,
Dehri-Rohtas Light . .	2′ 6″ .	*1933-34*	,,	*3·00*	*Nil*	,,	,,	*8·35*	*Nil*	,,
		1934-35	,,	2·81	,,	,,	,,	8·20	,,	,,
Dholpur-State . . .	2′ 6″ .	*1933-34*	,,	*3·75*	*8·40*	,,	,,	*14·9*	*9·19*	,,
		1934-35	,,	3·75	9·06	,,	,,	15·0	9·37	,,
Futwah-Islampur . .	2′ 6″ .	*1933-34*	,,	*2·63*	*Nil*	,,	,,	*8·42*	*Nil*	,,
		1934-35	,,	2·37	,,	,,	,,	8·14	,,	,,
Gwalior-Light . . .	2′ 6″ .	*1933-34*	,,	*4·44*	*10·0*	,,	,,	*14·4*	*10·0*	,,
		1934-35	,,	4·00	8·50	,,	,,	13·9	8·50	,,
Howrah Amta Light . .	2′ 6″	*1933-34*	*	*	*	*	*	*	*	*
		1934-35	*Nil*	2·50	*Nil*	*Nil*	*Nil*	7·91	*Nil*	*Nil*
Howrah-Sheakhala Light .	2′ 0″ .	*1933-34*	,,	*3·00*	*Nil*	,,	,,	*8·41*	,,	,,
		1934-35	,,	2·50	,,	,,	,,	7·91	,,	,,
Jagadhri Light . . .	2′ 0″ .	*1933-34*	,,	*3·25*	*12·2*	,,	,,	*14·1*	*12·2*	,,
		1934-35	,,	3·25	12·2	,,	,,	14·1	12·2	,,
Jessore-Jhenidah . . .	2′ 6″ .	*1933-34*	†	†	†	†	†	†	†	†
		1934-35	†	†	†	†	†	†	†	†
Jorhat (Provincial) . .	2′ 0″ .	*1933-34*	,,	*12·0*	*Nil*	,,	,,	*14·3*	*Nil*	,,
		1934-35	,,	10·5	,,	,,	,,	12·8	,,	,,
Kalighat-Falta . . .	2′ 6″ .	*1933-34*	,,	*2·50*	,,	,,	,,	*8·66*	,,	,,
		1934-35	,,	2·50	,,	,,	,,	8·66	,,	,,
Kulasekarapatnam Light .	2′ 0″ .	*1933-34*	,,	*Nil*	,,	*228·0*	,,	*Nil*	,,	*232·0*
		1934-35	,,	,,	,,	153·0	,,	,,	,,	161·0
Matheran Light .	2′ 0″ .	*1933-34*	,,	*3·75*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1934-35	,,	3·75	,,	,,	,,	15·0	,,	,,
Porbandar State . . .	3′ 3⅜″ .	*1933-34*	,,	*13·0*	*20·0*	,,	,,	*14·0*	*20·0*	,,
		1934-35	,,	12·0	20·0	,,	,,	13·0	20·0	,,
Tezpore-Balipara Light .	2′ 6″ .	*1933-34*	,,	*15·3*	*Nil*	,,	,,	*15·3*	*Nil*	,,
		1934-35	,,	15·3	,,	,,	,,	15·3	,,	,,
Trivellore Light . . .	2′ 0″ .	*1933-34*	,,	*12·0*	*9·50*	,,	,,	*13·5*	*10·5*	,,
		1934-35	,,	12·5	8·50	,,	,,	15·5	8·50	,,
Udaipur-Chitorgarh . .	3′ 3⅜″	*1933-34*	,,	*3·90*	*13·6*	,,	,,	*16·9*	*13·6*	,,
		1934-35	,,	3·94	13·5	,,	,,	17·0	13·5	,,

* Shown under class II railways.
† Information not available.

APPENDICES.

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur and H. E. H.*

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work	..	..	2	19	..	3	..	4	2
2. Engineers' plant, excluding petty tools	1	23	1	3	23	3	67	1,63	26
3. Workshop machinery and heavy tools	15	15	1	..	6	..	5,48	1,57	1
4. Permanent-way :—									
(*a*) Rails	..	..	..	3,44	..	..	..	14	3,74
(*b*) Steel sleepers	..	..	..	..	..	..	..	..	4,13
(*c*) Cast iron sleepers	..	..	..	..	..	..	..	..	5,15
(*d*) Wooden sleepers	..	..	4,03	..	..	6,97	..	..	11,97
(*e*) Chairs and fastenings	42	4	32	87	10	25	..	4	2,03
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts	1,94	15	8	89	19	1	9,11	2,83	1,08
(*b*) Rail motors and spare parts	..	..	..	..	..	..	..	..	..
(*c*) Steam coaches and spare parts	..	..	..	..	..	..	..	..	..
(*d*) Electric motor coaches and spare parts	..	..	..	..	..	..	..	..	..
(*e*) Internal combustion coaches and spare parts	..	..	..	..	..	..	..	..	..
(*f*) Coaching stock	..	..	..	..	..	..	5	52	46
(*g*) Goods stock	..	..	..	..	..	..	4,03	6	15,75
(*h*) Spare parts—coaching and goods stock	34	31	15	83	39	1	7,09	2,57	2,08
(*i*) Motor cars	..	1	..	..	..	..	..	8	..
6. Building and station materials and fencing	1	67	59	4	55	102	..	2,42	2,27
7. Tools and Stores :—									
(*a*) Tools and cutlery	1	25	3	21	40	10	5	1,95	23
(*b*) Steel (excluding permanent-way materials)	14	61	74	8	1,60	34	65	4,86	4,03
(*c*) Iron (excluding permanent-way materials)	..	4	2	26	28	..	..	88	58
(*d*) Other metals	3	95	12	18	60	16	8	8,70	1,30
(*e*) Timber	..	..	1,73	..	..	73	..	..	2,35
(*f*) Oils	..	66	96	..	2,24	29	..	5,96	1,21
(*g*) Portland cement	..	..	75	..	..	35	..	12	1,59
(*h*) All other stores	17	1,76	1,47	53	2,49	3,14	77	9,35	6,89
8. Electrical plant and materials	18	1,64	9	28	1,53	1	11	5,64	46
9. Other materials purchased in India—									
(*a*) Coal and coke	..	..	4,67	..	..	8,63	..	..	28,98
(*b*) Stone	..	..	..	..	..	1,35	..	..	6
(*c*) Bricks	..	..	3	..	..	..	..	..	22
(*d*) Indian lime	..	..	2	..	..	..	..	..	5
(*e*) Ballast	..	..	..	..	..	88	..	..	2,53
(*f*) Others	..	..	..	..	..	30	..	..	41
Total	3,40	7,47	15,84	7,83	10,66	24,60	28,09	49,36	99,84

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1934-35. (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian, †			Stores purchased.	
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	23	
..	..	68	..	1	7	..	..	20	..	..	10,68	1. Bridge work.	
4	15	2	..	10	1	..	33	1	..	1,29	9	2. Engineers' plant excluding petty tools.	
1,07	35	..	5	44	..	..	32	1	..	2,96	3	3. Workshop machinery and heavy tools.	
												4. Permanent-way:—	
..	1	87	11	..	5,12	..	..	2,95	..	..	23,70	(*a*) Rails.	
..	..	9,33	..	..	..	..	..	..	..	..	7	(*b*) Steel sleepers.	
..	..	5	..	..	..	..	..	..	..	..	..	(*c*) Cast iron sleepers.	
..	..	12,67	..	..	9,86	..	..	10,48	..	..	5,10	(*d*) Wooden sleepers.	
40	11	66	..	82	37	..	14	1,57	..	4,61	7,34	(*e*) Chairs and fastenings.	
..	..	..	..	..	..	..	..	..	..	..	2	(*f*) Concrete sleepers.	
												5. Rolling-stock:—	
8,83	58	8	60	31	1	..	5,05	15	..	8,97	79	(*a*) Locomotives and spare parts.	
..	..	..	..	1	..	..	7	2	..	..	..	(*b*) Rail motors and spare parts.	
..	1	..	..	..	..	..	..	..	..	..	..	(*c*) Steam coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*d*) Electric motor coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*e*) Internal combustion coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*f*) Coaching stock.	
..	46	8,26	..	11	..	..	..	1,30	..	..	39,13	(*g*) Goods stock.	
5,63	1,09	38	30	41	5	..	2,11	69	..	12,80	2,77	(*h*) Spare parts—coaching and goods stock.	
..	23	..	..	..	..	..	..	..	..	18	..	(*i*) Motor cars.	
2,12	63	67	24	61	38	..	61	52	..	3,86	2,73	6. Building and station materials and fencing.	
												7. Tools and Stores:—	
9	1,24	17	11	51	3	..	69	13	..	2,51	94	(*a*) Tools and cutlery.	
62	2,18	3,79	1,65	96	78	..	28	11	..	2,37	2,46	(*b*) Steel (excluding permanent-way materials).	
29	15	5	..	32	73	..	2,37	1,53	..	..	..	(*c*) Iron (excluding permanent-way materials).	
29	1,13	1,79	57	14	51	..	2,03	2,67	..	5,96	25,05	(*d*) Other metals.	
..	2	4,09	..	..	58	..	18	4,33	..	5	3,47	(*e*) Timber.	
..	3,78	2,64	..	61	2,20	..	3,27	2,15	..	3,80	6,02	(*f*) Oils.	
..	..	40	..	5	36	..	..	48	..	..	4,41	(*g*) Portland cement.	
1,08	9,94	3,82	1,33	1,76	1,89	..	3,72	4,81	26	13,62	27,07	(*h*) All other stores.	
3,76	2,20	2	1	1,36	1	..	6,77	24	..	7,83	1,46	8. Electrical plant and materials.	
												9. Other materials purchased in India:—	
..	..	23,58	3	..	26,37	..	..	12,78	..	..	23,70	(*a*) Coal and coke	
..	..	20	..	..	14	..	..	1,67	..	..	61	(*b*) Stone.	
..	..	5	..	..	29	..	..	27	..	..	1,42	(*c*) Bricks.	
..	..	16	..	..	1	..	..	15	..	..	66	(*d*) Indian lime.	
..	..	4,40	..	..	4,47	..	..	58	..	..	3,64	(*e*) Ballast.	
..	..	2,40	..	..	1,22	..	..	27	..	..	..	(*f*) Others.	
24,22	24,26	81,23	5,00	8,53	55,46	..	27,94	50,07	26	70,81	1,93,36	Total.	

† Includes figures for Central Indian Coalfields Railway.

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur and H. E. H. the*

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
24	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work	..	84	..	..	..	..	..	12	25
2. Engineers' plant, excluding petty tools	..	13	1	2	14	..	..	97	14
3. Workshop machinery and heavy tools	..	2,19	1	43	1,36	..	9	2,40	15
4. Permanent-way :—									
(*a*) Rails	..	..	15,39	..	..	6,60	..	1,94	16,57
(*b*) Steel sleepers	..	2	12	..	..	2,09	..	3	26
(*c*) Cast iron sleepers	..	..	13,29	..	..	..	..	41	11,54
(*d*) Wooden sleepers	..	..	1,93	..	..	10,26	..	..	23,24
(*e*) Chairs and fastenings	..	1,76	1,01	1,94	27	37	..	5	31
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts	..	9,81	37	5,52	87	4	..	9,53	7
(*b*) Rail motors and spare parts	..	3	..	..	..	..	..	1	1
(*c*) Steam coaches and spare parts	..	..	..	..	..	..	..	..	10
(*d*) Electric motor coaches and spare parts	..	19	..	..	..	..	..	..	..
(*e*) Internal combustion coaches & spare parts	..	..	..	3,12	..	..	..	..	..
(*f*) Coaching stock	..	..	3,10	..	..	..	..	197	..
(*g*) Goods stock	..	..	15,46	..	..	18,95	..	..	..
(*h*) Spare parts—coaching and goods stock	5	11,01	6	5,43	1,98	3,06	..	13,23	87
(*i*) Motor cars	..	5	..	..	..	..	..	87	..
6. Building and station materials and fencing	..	2,46	90	7	53	1,03	..	2,02	2,53
7. Tools and stores :—									
(*a*) Tools and cutlery	..	1,83	17	65	61	9	..	1,97	20
(*b*) Steel (excluding permanent-way materials)	..	4,14	1,10	60	1,79	90	..	2,47	3,71
(*c*) Iron (excluding permanent-way materials)	..	12	45	24	17	47	..	55	30
(*d*) Other metals	..	5,07	1,47	29	1,73	3	..	87	6
(*e*) Timber	..	..	1,52	..	1	3,04	..	..	6,85
(*f*) Oils	..	9,59	65	1	5,32	45	..	6,42	6,85
(*g*) Portland cement	..	..	81	..	..	51	..	..	67
(*h*) All other stores	..	8,67	7,18	1,79	3,76	3,14	..	11,36	16,11
8. Electrical plant and materials	..	9,96	9	84	4,16	6	..	7,68	10
9. Other materials purchased in India :—									
(*a*) Coal and coke	..	..	36,46	..	..	29,92	..	..	42,72
(*b*) Stone	..	..	9	..	..	1	..	..	11
(*c*) Bricks	..	..	33	..	..	41	..	..	18
(*d*) Indian lime	..	..	11	..	..	15	..	..	7
(*e*) Ballast	..	..	3,76	..	..	3,60	..	..	1,60
(*f*) Others	..	1,69	97	..	..	2	..	16,57	25
Total	5	69,56	1,06,81	20,95	22,70	85,20	9	81,44	1,35,82

DIX A—*concld.*

Nizam's State Railways) during the year 1934-35. (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
..	..	..	71	18	10	90	1,19	12,05	1. Bridge work.
..	3	1	8	32	7	85	5,55	66	2. Engineers' plant excluding petty tools.
..	3	..	1,05	24	14	8,32	12,07	36	3. Workshop machinery and heavy tools.
									4. Permanent-way :—
..	..	..	..	..	4,10	3,55	2,09	79,04	(*a*) Rails.
..	..	..	60	6	1,27	60	11	17,27	(*b*) Steel sleepers.
..	..	..	..	..	..	..	41	30,03	(*c*) Cast iron sleepers.
..	..	2,46	..	..	7,31	..	..	1,06,28	(*d*) Wooden sleepers.
24	12	4	1,12	19	1,55	4,99	8,25	15,82	(*e*) Chairs and fastenings.
..	..	..	..	..	..	..	..	2	(*f*) Concrete sleepers.
									5. Rolling-stock :—
33	11	11	6,74	87	1	33,96	39,27	2,70	(*a*) Locomotives and spare parts.
..	..	..	..	..	..	..	12	3	(*b*) Rail motors and spare parts.
..	..	..	..	..	..	..	1	10	(*c*) Steam coaches and spare parts.
..	..	..	12	2	..	12	21	..	(*d*) Electric motor coaches and spare parts.
..	..	..	..	..	..	3,12	..	..	(*e*) Internal combustion coaches and spare parts.
5	6	..	..	..	..	10	2,55	3,56	(*f*) Coaching stock.
9	..	1,87	..	10,29	..	4,12	10,92	1,00,72	(*g*) Goods stock.
47	..	2	4,63	2,47	5	24,77	48,37	10,19	(*h*) Spare parts—coaching and goods stock.
..	..	..	..	2	..	..	1,44	..	(*i*) Motor cars.
..	7	3	25	52	1,69	2,73	14,95	14,36	6. Building and station materials and fencing.
									7. Tools and stores :—
1	9	1	47	54	20	1,60	12,59	2,30	(*a*) Tools and cutlery.
..	7	..	97	91	43	4,71	22,24	18,39	(*b*) Steel (excluding permanent-way materials).
..	33	7	1	9	30	80	5,30	4,50	(*c*) Iron (excluding permanent-way materials)
..	27	7	2,35	1,17	53	3,79	28,62	33,76	(*d*) Other metals.
..	..	4	..	..	1,47	..	26	30,20	(*e*) Timber.
..	5	52	..	3,18	1,16	1	44,88	25,10	(*f*) Oils.
..	..	..	..	18	1,01	..	35	11,34	(*g*) Portland cement.
3	51	61	1,44	5,74	2,65	7,40	72,68	78,78	(*h*) All other stores.
..	37	..	4,65	2,10	18	9,83	51,24	2,72	8. Electrical plant and materials.
									9. Other materials purchased in India :—
..	..	1,58	..	..	10,09	3	..	,49,48	(*a*) Coal and coke.
..	..	..	..	..	4	..	..	4,28	(*b*) Stone.
..	..	..	..	..	42	..	..	3,62	(*c*) Bricks.
..	..	..	..	..	1	..	..	1,39	(*d*) Indian lime.
..	..	..	..	..	2,49	..	..	27,95	(*e*) Ballast.
..	..	17	..	..	9	..	18,26	6,10	(*f*) Others.
1,22	2,11	7,51	25,19	29,09	37,36	1,16,30	4,03,93	8,93,10	Total.

APPEN

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1918.	*1932-33*	*30,07,933*	*400,281*	*Nil*	*85,313*
				1933-34	*30,57,967*	*438,425*	*Nil*	*113,225*
				1934-35	(a)29,35,511	543,113	*Nil*	128,953
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1932-33*	*17,65,047*	*63,944*	*4,893*	*6,394*
				1933-34	(a)*17,48,995*	*50,402*	*3,595*	*2,100*
				1934-35	18,42,180	43,718	3,995	11,522
Kurharbaree and Serampore	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1932-33*	*71,13,620*	*382,999*	*38,795*	*148,140*
				1933-34	*72,42,679*	*441,398*	*95,007*	*107,958*
				1934-35	(a)71,77,738	473,067	107,672	190,398
Bhurkunda .	State . .	Bihar and Orissa.	1st June 1927.	*1932-33*	*54,84,606*	*111,521*	*Nil*	*36,614*
				1933-34	(a)*53,28,793*	*78,202*	*Nil*	*25,146*
				1934-35	(a)53,26,342	75,160	*Nil*	28,953
Kargali . .	State . .	Bihar and Orissa.	18th July 1917.	*1932-33*	*44,84,689*	*361,629*	*18,361*	*43,929*
				1933-34	(a)*43,71,539*	*406,512*	*21,986*	*67,436*
				1934-35	(a)42,85,734	379,497	1,828	63,847
Argada . .	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	*1932-33*	*29,50,144*	*172,836*	*Nil*	*17,515*
				1933-34	(a)*29,20,301*	*173,398*	*Nil*	*21,757*
				1934-35	(a)28,27,165	229,710	*Nil*	21,606
Talcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	*1932-33*	*16,55,747*	*11,629*	*Nil*	*4,324*
				1933-34	*18,08,970*	*40,846*	*Nil*	*9,873*
				1934-35	19,40,404	94,922	*Nil*	11,343
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	*1932-33*	*38,00,353*	*84,065*	*Nil*	*5,496*
				1933-34	*38,55,435*	*1,80,004*	*Nil*	5,058
				1934-35	39,21,279	136,138	*Nil*	5,778
Jarangdih .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	1st April 1927.	*1932-33*	*68,95,005*	*113,256*	*7,479*	*13,573*
				1933-34	(b)*79,10,829*	*102,930*	*16,322*	*22,134*
				1934-35	(a)78,46,056	91,410	17,390	9,620
Religara .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	*1932-33*	*20,70,418*	†	†	†
				1933-34	(b)*20,78,976*	††	††	††
				1934-35	20,84,709	††	††	††
Kurasia .	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1932-33*	*5,38,251*	*12,793*	*Nil*	*1,411*
				1933-34	(b)*7,90,582*	*82,806*	*N*	*680*
				1934-35	10,62,463	121,189	*Nil*	1,706
Kedla .	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	*1932-33*	*7,23,136*	§	§	§
				1933-34	*7,23,136*	§	§	§
				1934-35	7,38,124	§	§	§

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.
(b) Revised figures.

DIX B.

for the years 1933-34 to 1934-35.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
485,594	*485,594*	‡	‡	*3,115*	*156*	*1*	*4*	Bokaro.
551,650	*551,650*	‡	‡	*1,694*	*326*	*1*	*8*	Bokaro.
672,266	672,416	‡	‡	1,809	372	*Nil*	9	Bokaro.
75,231	*75,531*	***17,17,617*	*3·06*	*1,015*	*74*	*1*	*Nil*	Swang.
56,097	*56,097*	***19,63,568*	*(b)3·24*	*243*	*231*	*Nil*	*Nil*	Swang.
59,235	59,235	**19,77,163	2·72	262	226	*Nil*	1	Swang.
569,933	*550,326*	*26,35,340*	*4·62*	*4,776*	*119*	*4*	*26*	Kurharbaree and Serampore.
644,363	*604,780*	*26,81,786*	*(b)4·27*	*6,624*	*97*	*4*	*24*	Kurharbaree and Serampore.
771,137	771,137	28,32,007	3·71	6,428	120	4	16	Kurharbaree and Serampore.
148,135	*148,135*	†	†	*875*	*252*	*1*	*Nil*	Bhurkunda.
103,348	*103,348*	†	†	*812*	*127*	*Nil*	*1*	Bhurkunda.
104,113	103,413	†	†	717	134	*Nil*	*Nil*	Bhurkunda.
423,919	*423,919*	*16,52,837*	*3·90*	*5,174*	*82*	*Nil*	*7*	Kargali.
495,934	*495,934*	*18,24,787*	*3·68*	*3,711*	*134*	*2*	*7*	Kargali.
445,172	445,172	12,21,016	2·75	2,944	148	*Nil*	5	Kargali.
194,228	*195,078*	*7,09,178*	*3·65*	*755*	*257*	*2*	*1*	Argada.
195,155	*(b)193,674*	*6,58,557*	*3·37*	*879*	*222*	*Nil*	1	Argada.
251,316	252,797	8,05,129	3·20	1,126	223	*Nil*	*2*	Argada.
19,371	*18,521*	*1,82,850*	*9·44*	*513*	*38*	*1*	*Nil*	Talcher.
50,719	*51,401*	*2,98,651*	*5·89*	*628*	*81*	*Nil*	*1*	Talcher.
106,265	106,179	4,01,070	3·77	865	123	3	5	Talcher.
89,561	*89,494*	*4,27,173*	*4·77*	*169*	*530*	*1*	*43*	Talcher.
185,062	*(b)185,062*	*(b)6,06,809*	*(b)3·28*	*177*	*1,046*	*2*	*49*	Talcher.
141,916	141,916	4,60,323	3·25	158	898	*1*	50	Talcher.
134,308	*128,023*	*6,73,781*	*4·68*	*1,268*	*106*	*3*	*15*	Jarangdih.
141,386	*140,810*	*6,50,480*	*4·60*	*1,357*	*104*	*1*	*26*	Jarangdih.
118,420	127,668	5,29,505	4·47	1,219	97	*Nil*	17	Jarangdih.
†	†	†	†	†	†	†	†	Religara.
††	††	††	††	††	††	††	††	Religara.
††	††	††	††	††	††	††	††	Religara.
14,204	*13,792*	†	†	*960*	*15*	*Nil*	*Nil*	Kurasia.
(b)83,486	*(b)83,476*	*2,85,141*	*(b)3·42*	*440*	*(b)190*	*Nil*	*2*	Kurasia.
122,895	122,905	4,23,028	3·44	566	217	*Nil*	6	Kurasia.
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	Kedla.

†Development in progress. No working account yet opened.
†† Development work has been suspended and the colliery relinquished.
‡ Included under "Swang" separate figures not being available.
**See remarks against‡
§ Further Development postponed indefinitely.

APPEN

*I.—Statement of the Number of Servants of all races employed on each Railway system (**open lines***

Number of

Railways.	Europeans.		Indians.							
			Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
	1933-34.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal .	*56*	53	*10,257*	10,339	*5,552*	5,317	*264*	215	*104*	125
Bengal & North Western.	*97*	97	*22,765*	23,171	*3,507*	3,706	*209*	221	*9*	12
Bengal-Nagpur .	*441*	409	*55,375*	53,990	*6,119*	6,295	*1,366*	1,559	*555*	641
Bombay, Baroda & Central India.	*308*	291	**48,402*	48,267	**11,348*	11,115	*968*	1,015	*157*	162
Burma .	*112*	107	*14,835*	14,440	*2,567*	2,415	*638*	639	*626*	623
Eastern Bengal .	*204*	187	*34,453*	36,268	*13,131*	13,839	*577*	629	*131*	192
East Indian .	*948*	814	*92,750*	94,479	*24,336*	24,208	*2,250*	2,515	*360*	473
Great Indian Peninsula.	*558*	517	*66,674*	64,236	*10,250*	10,343	**1,620*	1,535	*305*	266
Jodhpur .	*26*	27	*5,099*	5,318	*1,591*	1,592	*19*	21	*10*	9
Madras & Southern Mahratta.	*192*	182	*38,544*	38,463	*5,562*	5,511	*1,930*	1,881	*16*	15
Nizam's State .	*78*	77	*12,874*	12,885	*2,563*	2,550	*424*	457	*9*	12
North Western .	*623*	507	*35,071*	35,925	*56,803*	56,952	*999*	1,178	*5,925*	6,062
Rohilkund and Kumaun.	*22*	17	*3,645*	3,792	*1,760*	1,711	*28*	33	*Nil*	*Nil*
South Indian .	*134*	129	*28,290*	29,063	*1,995*	1,996	*1,363*	1,343	*3*	*Nil*
Total .	*3,799*	3,414	**469,034*	470,636	**147,084*	147,550	**12,655*	13,241	*8,210*	8,592
CLASS II.										
Barsi Light .	*9*	9	*1,236*	1,217	*171*	195	*19*	13	*Nil*	*Nil*
Bengal-Dooars .	*4*	4	*1,419*	1,472	*314*	251	*6*	7	*Nil*	*Nil*
Bhavnagar State	*2*	2	*2,829*	2,945	*253*	257	*6*	11	*Nil*	*Nil*
Bikaner State .	*5*	6	*3,220*	3,098	*752*	755	*2*	2	*18*	21
Darjeeling-Himalayan.	*9*	8	*1,651*	1,679	*66*	51	*24*	21	*3*	4
Dibru-Sadiya .	*11*	10	*1,756*	1,968	*288*	306	*3*	4	*25*	27
Gaekwar's Baroda State.	*Nil*	1	*3,159*	3,287	*308*	309	*16*	27	*23*	32
Gondal . .	*Nil*	*Nil*	*1,245*	1,030	*57*	62	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar-Dwarka	*1*	1	*1,026*	991	*226*	208	*1*	1	*Nil*	*Nil*
Junagad State .	*3*	3	*1,017*	1,029	*194*	212	*6*	6	*Nil*	*Nil*
Morvi . .	*Nil*	*Nil*	*824*	934	*58*	106	*Nil*	1	*Nil*	*Nil*
Mysore . .	*2*	3	*1,082*	1,437	*153*	226	*32*	33	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur.	*3*	3	*362*	359	*217*	240	1	2	*4*	5
Total .	**49*	50	**20,826*	21,446	**3,057*	3,178	**116*	128	*73*	89
† Class III, Total .	**21*	21	**5,695*	5,766	**1,023*	1,066	**24*	25	*4*	3
Railway Board & other Railway Offices.	*37*	36	**2,112*	2,120	**472*	482	*46*	44	*52*	55
† Grand Total .	*3,906*	3,521	**4,97,667*	4,99,968	**1,51,636*	1,52,276	**12,841*	13,438	*8,339*	8,739

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

DIX C.

only *and in the Railway Board and other Railway Offices at the close of the years 1933-34 and 1934-35.*

servants employed.

Indian Christians.		Other classes.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1933-34.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
32	62	*143*	202	*16,352*	16,260	*16,408*	16,313	*16,408*	16,313	Assam-Bengal.
201	208	*9*	5	*26,700*	27,323	*26,797*	27,420	*26,797*	27,420	Bengal & North-Western.
926	971	*93*	55	*64,434*	63,511	*64,875*	63,920	*64,875*	63,920	Bengal-Nagpur.
**1,606*	1,563	**1,240*	1,243	**63,721*	63,365	**64,029*	63,656	**64,029*	63,656	Bombay, Baroda & Central India.
386	406	*5,365*	4,938	*24,417*	23,461	*24,529*	23,568	*24,530*	23,570	Burma.
194	207	*16*	13	*48,502*	51,148	*48,706*	51,335	*48,711*	51,338	Eastern Bengal.
644	714	*348*	155	*120,688*	122,544	*121,636*	123,358	*121,640*	123,363	East Indian.
3,229	3,286	*1,011*	1,025	**83,089*	80,691	**83,647*	81,208	**83,650*	81,209	Great Indian Peninsula.
66	75	*8*	9	*6,793*	7,024	*6,819*	7,051	*6,820*	7,051	Jodhpur.
3,294	3,547	*96*	82	*49,442*	49,499	*49,634*	49,681	*49,634*	49,681	Madras & Southern Mahratta.
738	762	*70*	60	*16,678*	16,726	*16,756*	16,803	*16,756*	16,803	Nizam's State.
914	1,037	*2,198*	2,209	*101,910*	103,363	*102,533*	103,870	*102,538*	103,875	North Western.
7	7	*Nil*	*Nil*	*5,440*	5,543	*5,462*	5,560	*5,462*	5,560	Rohilkund and Kumaun.
3,551	3,649	*185*	149	*35,387*	36,200	*35,521*	36,329	*35,521*	36,329	South Indian.
**15,788*	16,494	**10,782*	10,145	**663,553*	666,658	**667,352*	670,072	**667,371*	670,088	Total.
										CLASS II.
39	47	*1*	1	*1,466*	1,473	*1,475*	1,482			Barsi Light.
7	3	*3*	5	*1,749*	1,738	*1,753*	1,742			Bengal-Dooars.
33	29	*35*	36	*3,156*	3,278	*3,158*	3,280			Bhavnagar State.
4	4	*Nil*	*Nil*	*3,996*	3,880	*4,001*	3,886			Bikaner State.
11	12	*9*	18	*1,764*	1,785	*1,773*	1,793			Darjeeling Himalayan.
17	17	*Nil*	*Nil*	*2,089*	2,322	*2,100*	2,332			Dibru-Sadiya.
21	32	*5*	9	*3,532*	3,696	*3,532*	3,697			Gaekwar's Baroda State.
14	7	*6*	3	*1,322*	1,102	*1,322*	1,102			Gondal.
9	9	*2*	1	*1,264*	1,210	*1,265*	1,211			Jamnagar-Dwarka.
8	7	*1*	3	*1,226*	1,257	*1,229*	1,260			Junagad State.
Nil	1	*1*	2	*883*	1,044	*883*	1,044			Morvi.
Nil	*Nil*	*124*	139	*1,391*	1,835	*1,393*	1,838			Mysore.
Nil	*Nil*	*3*	3	*587*	609	*590*	612			Shahdara (Delhi). Saharanpur.
163	168	*190*	220	**24,425*	25,229	**24,474*	25,279			Total.
**45*	44	*23*	24	**6,814*	6,928	**6,835*	6,949			†Class III Total.
52	48	4	2	**2,738*	2,751	**2,775*	2,787			Railway Board & other Railway Offices.
**16,048*	16,754	**10,999*	10,391	**6,97,530*	7,01,566	**7,01,436*	7,05,087			†Grand Total.

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

II.—*Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1933-34 and 1934-35.*

Name of Railway.	31st MARCH 1934.									31st MARCH 1935.								
		Indians.									Indians.							
	Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Cols. 2 to 7).	Total No. on the Railway (Col. 1 *plus* 8).	Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Columns 11 to 16).	Total No. on the Railway (Column 10 *plus* 17).
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
State Managed Railways.																		
Burma	31	2,133	636	550	76	248	1,098	4,741	4,772	28	2,102	631	539	84	254	1,161	4,771	4,799
Eastern Bengal ..	143	7,459	1,564	556	27	35	15	9,656	9,799	131	7,722	1,639	576	36	39	12	10,024	10,155
East Indian	587	15,750	3,827	2,323	122	204	21	22,247	22,834	505	15,975	3,876	2,351	141	214	22	22,579	23,084
Great Indian Peninsula ..	400	10,561	1,890	1,468	73	1,349	701	16,042	16,442	357	10,393	1,915	1,361	58	1,370	652	15,749	16,106
North Western.. ..	429	11,558	5,965	1,053	1,455	185	99	20,315	20,744	352	11,375	6,048	1,047	1,481	172	101	20,224	20,576
Railway Board and Miscellaneous Offices.	2	1,794	393	45	57	41	4	2,334	2,336	2	1,813	407	45	62	40	2	2,369	2,371
Total ..	1,592	49,255	14,275	5,995	1,810	2,062	1,938	75,335	76,927	1,375	49,380	14,516	5,919	1,862	2,089	1,950	75,716	77,091
Company Managed Railways.																		
Assam Bengal	18	2,631	706	191	21	28	11	3,588	3,606	16	2,609	688	195	23	27	11	3,553	3,569
Bengal Nagpur ..	108	8,019	732	1,043	90	197	15	10,096	10,204	109	8,072	743	1,137	94	199	15	10,260	10,369
B. and N. Western ..	33	3,731	1,128	212	9	84	2	5,166	5,199	32	3,887	1,124	223	14	82	2	5,332	5,364
B. B. and Central India ..	193	15,804	4,538	958	108	1,039	1,131	23,668	23,861	178	15,847	4,579	966	104	1,011	1,164	23,671	23,849
M. and S. Mahratta ..	98	7,152	907	1,284	3	643	120	10,109	10,207	93	7,071	882	1,294	4	644	121	10,016	10,109
R. and Kumaon ..	8	615	265	30	..	5	..	915	923	7	637	270	31	1	6	..	945	952
South Indian	59	7,364	553	966	..	778	6	9,667	9,726	57	7,208	536	936	..	791	7	9,478	9,535
Total ..	517	45,406	8,829	4,684	231	2,774	1,285	63,209	63,726	492	45,331	8,822	4,782	240	2,760	1,320	63,255	63,747
Grand Total ..	2,109	94,661	23,104	10,679	2,041	4,836	3,223	138,544	140,653	1,867	94,711	23,338	10,701	2,102	4,849	3,270	138,971	140,838

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1934-35 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1930-31 2	1931-32. 3	1932-33. 4	1933-34. 5	1934-35. 6	References. 7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 308.
Collisions—						
Passenger trains	80	65	44	65	47	Items 1 to 3
Other trains and light engines	275	200	161	191	166	,, 4 to 6
Derailments—						
Passenger trains	369	294	216	234	274	,, 7 (*a*) & 7 (*b*)
Other trains	4,176	3,291	2,968	3,174	3,217	,, 8 (*a*) & 8 (*b*)
II.—*Failure of engines and rolling-stock*—						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	147	83	85	84	115	Item 9 (*a*) (1)
(2) machinery, springs, etc.	565	494	458	437	441	,, 9 (*a*) (2)
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	270	287	201	269	224	,, 9 (*b*) (1)
(2) other causes	2,213	1,538	1,216	1,132	1,182	,, 9 (*b*) (2)
Failure of tyres and wheels	27	17	11	12	33	,, 9 (*c*) & 9 (*d*)
ditto axles	90	86	54	44	51	,, 9 (*e*)
ditto brake apparatus	23	14	5	13	15	,, 9 (*f*)
ditto couplings and draft gear	3,100	3,575	2,017	1,917	2,029	,, 9 (*g*)
ditto other rolling stock	†	†	4	345	748	,, 9 (*h*)
III.—*Failure of permanent-way*—						
Broken rails	415	306	350	355	323	,, 10 (*a*)
Failure of tunnels, bridges, viaducts, culverts, etc.	9	7	3	6	5	,, 10 (*b*)
Flooding of portions of permanent-way.	238	136	124	188	107	,, 10 (*c*)
Slips in cuttings or embankments	87	69	59	74	52	,, 10 (*d*)
IV.—*Fires*—						
Fire in trains	125	107	133	144	182	,, 11 (*a*)
Fire at stations or involving injury to bridges or viaducts.	48	59	62	42	33	,, 11 (*b*)
V.—*Other accidents*—						
Trains running over cattle on the line	8,861	8,790	9,237	9,701	9,362	,, 12 (*b*)
Trains running over obstructions on the line (other than those at level crossings)	222	168	236	193	189	,, 12 (*c*)
Trains running over obstructions or vehicles at level crossings	104	107	109	94	73	,, 12 (*d*)
Train-wrecking	145	32	47	20	17	,, 12 (*e*)
Attempted train-wrecking		122	131	116	107	,, 12 (*f*)
Miscellaneous	712	472	356	381	387	,, 12 (*g*) + 12 (*a*).
TOTAL	22,301	20,319	18,287	19,231	19,379	Total.

*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	325	881	245	808	215	761	204	5	189	794	Total (*a*) Col. 29
Railway servants	282	1,827	201	1,819	184	1,789	177	1,975	183	2,269	,, (*b*) Col. 54
Other persons	2,397	735	2,322	736	2,225	698	2,307	679	2,545	790	,, (*c*) Col. 54
TOTAL	3,004	3,443	2,768	3,363	2,624	3,248	2,688	3,439	2,917	3,853	,, (*d*) Col. 54
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers	12	140	8	93	6	61	21	160	15	74	Cols. 310 and 312—(Total)
Railway servants	25	132	16	157	8	79	9	123	10	107	,, 314 & 316— ,,
Other persons	71	96	32	62	41	103	45	86	32	42	,, 318 & 320— ,,
TOTAL	108	368	56	312	55	243	75	369	57	223	,, 322 & 324—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	..	16	2	11	10	21	7	19	5	38	Cols. 352 & 353—(Total).
Railway servants	44	4,659	43	5,467	24	5,922	33	6,357	24	6,071	,, 354 & 355— ,,
Other persons	24	61	19	47	44	75	23	798	28	67	,, 356 & 357— ,,
TOTAL	68	4,736	64	5,525	78	6,018	63	7,174	57	6,176	,, 358 & 359—(Total).
TOTAL PASSENGERS	337	1,037	255	912	231	843	232	964	209	906	A+B+C above.
TOTAL RAILWAY SERVANTS	351	6,618	260	7,443	216	7,790	219	8,455	217	8,447	A+B+C above.
TOTAL OTHER PERSONS	2,492	892	2,373	845	2,310	876	2,375	1,563	2,605	899	A+B+C above.
GRAND TOTAL	3,180	8,547	2,888	9,200	2,757	9,509	2,826	10,982	3,031	10,252	A+B+C above.

		Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
*Number of persons killed or injured in Railway Workshops, etc., in 1934-35 not included in the above summary.	Killed	12	4	16	Totals (*b*), (*c*) & (*d*) (*Col. 404*).
	Injured	7,342	11	7,353	

†New item, introduced from 1932-33.

APPEN

Number of persons killed or injured during the year 1934-35 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (*a*)	8	9	10	11	12	13	14	15	16
(*a*) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	..	1	..	3	13	5
	Injured	..	..	1	1	2	9	14	11
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	1	2	1	2	1	1	4
	Injured	1	3	22	..	6	15	5	28
3. Crossing the line at stations	Killed	..	1	..	..	..	1	3	..
	Injured	..	1	..	3	..	1	2	1
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	1	..	4
5. Falling or jumping out of carriages during the running of trains.	Killed	..	5	9	10	..	17	15	15
	Injured	9	77	16	42	21	63	31	75
6. Other accidents	Killed	..	2	..	2	..	..	3	1
	Injured	1	1	1	6	..	4	16	45
TOTAL (*a*)	Killed	..	9	11	14	2	22	35	25
	Injured	11	82	40	52	29	93	68	164
(*b*) RAILWAY SERVANTS.									
(*i*) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	..	1	1	1
	Injured	4	..	2	76	19	10	161	107
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	..	1	..
	Injured	..	..	..	5	..	..	4	..
3. Passing over or standing upon buffers during shunting	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	5	2	..	..	1
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	..	2	1	2	1	1	1
	Injured	1	1	4	7	6	4	24	14
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	1	1
	Injured	..	..	..	8	2	..	35	29
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	5	3	..	9	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	1	..
	Injured	..	1	..	4	3	2	8	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	..	..	1	..	..	1	2	..
	Injured	..	3	3	9	12	6	52	53
TOTAL (*i*)	Killed	..	..	3	1	2	3	7	3
	Injured	6	5	9	119	47	22	293	205

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents [see Col. 7 (*a*)].
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35. (Cols. 23, 25 and 27.)	*1933-34.* (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	6	2	..	30	*54*	..	..	..	..	30	*54*	1
..	..	..	13	..	..	51	*72*	..	..	..	..	51	*72*	
..	..	..	6	..	3	21	*21*	2	..	..	..	23	*21*	2
..	..	..	15	..	2	97	*119*	..	..	1	..	98	*119*	
..	..	..	..	..	..	5	*7*	..	..	..	*2*	5	*9*	3
..	..	..	1	..	..	9	*5*	1	..	..	..	10	*5*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	2	..	..	7	*5*	..	..	..	..	7	*5*	
..	3	2	32	..	5	113	*108*	3	*2*	2	..	118	*110*	5
7	37	4	77	7	40	506	*463*	10	*30*	15	*12*	531	*505*	
..	..	..	2	..	..	10	*10*	..	..	3	..	13	*10*	6
1	8	..	5	..	1	89	*78*	2	*1*	6	..	97	*79*	
..	3	2	46	2	8	179	*200*	5	*2*	5	*2*	189	*204*	Total (*a*).
8	45	4	113	7	43	759	*742*	13	*31*	22	*12*	794	*785*	
..	..	1	3	..	..	7	*6*	..	..	..	..	7	*6*	1
6	33	9	73	.	14	514	*467*	1	*2*	5	*3*	520	*472*	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	2
..	1	..	6	1	..	17	*14*	..	*1*	..	..	17	*15*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	3
..	1	..	1	..	..	10	*6*	..	*2*	..	..	10	*8*	
..	..	..	1	..	..	9	*4*	..	*1*	..	..	9	*5*	4
1	4	..	12	..	1	79	*86*	1	..	2	..	82	*86*	
1	..	..	..	..	..	3	..	1	..	..	..	4	..	5
..	3	..	10	..	..	87	*89*	..	..	1	*2*	88	*91*	
..	..	..	..	..	..	..	*2*	..	..	..	..	..	*2*	6
..	1	..	..	..	1	21	*7*	..	..	1	..	22	*7*	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	7
..	..	..	1	..	..	19	*14*	..	..	..	..	19	*14*	
..	..	1	4	..	..	9	*8*	..	..	..	..	9	*8*	8
..	11	2	27	..	10	188	*161*	1	*4*	2	..	191	*165*	
1	..	2	8	..	..	30	*21*	1	*1*	..	..	31	*22*	Total ( ).
7	54	11	130	1	26	935	*844*	3	*9*	11	*5*	949	*858*	

APPEN

Number of persons killed or injured during the year 1934-35 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(*b*) RAILWAY SERVANTS—*concld.*									
(*ii*) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	2	..	1
	Injured	2	4	2	6	3	6	8	15
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..	1
	Injured	..	..	..	15	1	1	3	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	2	..	..	1	2
	Injured	2	1	..	3	2	3	12	41
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	35	10	19	270	271
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	..	..	..	3	3
	Injured	..	..	2	3	1	..	..	2
14. Attending to gates at level-crossings	Killed	..	..	..	..	..	1	2	1
	Injured	..	1	..	3	..	..	2	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	1	..	12	..	13	14	9
	Injured	..	4	5	7	2	3	11	4
16. Being caught between vehicles	Killed	..	..	..	1	..	1	2	..
	Injured	..	..	..	1	1	1	..	3
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	..	1	..
	Injured	..	1	1	5	..	..	5	..
18. Walking, etc., on the line on the way home or to work.	Killed	1	..	..	..	2	5	6	4
	Injured	1	..	..	10	1	2	6	3
19. Miscellaneous	Killed	..	..	1	..	1	2	4	1
	Injured	..	3	4	15	10	39	46	61
TOTAL (*ii*).	Killed	1	2	2	16	3	24	33	22
	Injured	5	14	14	103	31	74	363	405
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	1	2	5	17	5	27	40	25
	Injured	11	19	23	222	78	96	656	610
(*c*) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	2	1	..	..	3	9	8
	Injured	..	3	..	..	3	..	3	..
2. Trespassing on the line	Killed	50	167	167	130	77	185	456	171
	Injured	48	107	65	60	34	70	118	40
3. Suicides	Killed	..	6	42	25	3	15	181	65
	Injured	..	4	8	..	..	..	1	2
4. Miscellaneous	Killed	..	3	3	..	..	..	18	2
	Injured	..	10	2	..	2	2	13	13
TOTAL OTHER PERSONS (*c*)	Killed	50	178	213	155	80	203	664	246
	Injured	48	124	75	60	39	72	135	55
(*d*) GRAND TOTAL =(*a*) + (*b*) + (*c*)	Killed	51	189	229	186	87	252	739	296
	Injured	70	225	138	334	146	261	859	829

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1934-35.	*1933-34.*	1934-35.	*1933-34.*	1934-35.	*1933-34*	1934-35. (Cols. 48, 50 & 52.)	*1933-34.* (Cols. 49, 51 & 53.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	1	..	1	..	..	5	*8*	1	..	..	2	6	*10*	9
..	3	..	17	1	6	73	*62*	..	*3*	1	*2*	74	*67*	
..	..	..	3	..	..	4	*1*	..	..	..	..	4	*1*	10
..	..	..	5	..	..	29	*17*	..	*1*	1	..	30	*18*	
..	..	..	..	..	1	7	*13*	3	*1*	..	..	10	*14*	11
..	8	1	25	..	..	98	*102*	1	*1*	..	*4*	99	*107*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
1	..	..	40	..	2	648	*495*	..	..	..	..	648	*495*	
..	2	..	..	..	..	9	*18*	..	*1*	..	*1*	9	*20*	13
..	1	..	3	..	..	12	*13*	1	..	..	*1*	13	*14*	
..	..	..	1	..	..	5	*12*	..	..	..	..	5	*12*	14
..	..	..	1	1	..	9	*6*	..	..	..	..	9	*6*	
1	4	2	12	..	3	71	*52*	1	..	..	..	72	*52*	15
1	3	1	16	1	2	60	*58*	1	*1*	2	..	63	*59*	
..	1	..	..	..	1	6	*5*	..	..	..	..	6	*5*	16
..	1	..	4	..	..	11	*7*	..	*1*	..	..	11	*8*	
..	..	..	..	..	..	2	*2*	..	..	..	..	2	*2*	17
..	1	..	..	..	..	13	*9*	..	..	.	*1*	13	*10*	
1	..	..	2	..	..	21	*16*	..	..	..	..	21	*16*	18
..	..	..	5	..	..	28	*13*	2	..	..	..	30	*13*	
..	3	..	..	..	..	12	*21*	5	*2*	..	..	17	*23*	19
6	78	7	46	..	4	319	*307*	11	*11*	..	*2*	330	*320*	
2	11	2	19	..	5	142	*148*	10	*4*	..	*3*	152	*155*	Total (*ii*)
8	95	9	162	3	14	1,300	*1,089*	16	*18*	4	*10*	1,320	*1,117*	
3	11	4	27	..	5	172	*169*	11	*5*	..	*3*	183	*177*	Total (*b*).
15	149	20	292	4	40	2,235	*1,933*	19	*27*	15	*15*	2,269	*1,975*	
..	..	..	..	1	..	24	*35*	..	..	..	..	24	*35*	1
..	..	1	..	1	1	12	*11*	5	*1*	..	*19*	17	*31*	
10	92	30	258	16	146	1,955	*1,780*	48	*41*	16	*11*	2,019	*1,832*	2
3	18	4	64	6	15	652	*549*	16	*22*	25	..	693	*571*	
..	37	3	41	..	37	455	*388*	3	*5*	2	..	460	*393*	3
..	..	..	..	..	..	15	*15*	..	..	1	..	16	*15*	
..	3	2	2	..	5	38	*43*	4	*2*	..	*2*	42	*47*	4
1	3	2	6	2	3	59	*58*	5	*1*	..	*3*	64	*62*	
10	132	35	301	17	188	2,472	*2,246*	55	*48*	20	*13*	2,545	*2,307*	Total (*c*).
4	21	7	70	9	19	738	*633*	26	*24*	26	*22*	790	*679*	
13	146	41	374	19	201	2,823	*2,615*	71	*55*	23	*18*	2,917	*2,688*	Grand Total (*d*).
27	215	31	475	20	102	3,732	*3,308*	58	*82*	63	*49*	3,853	*3,439*	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

CLASS I

ASSAM BENGAL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	3	..	..	..	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	7	7	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	55	55	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	13	13	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	4	4	..	..		..	..	..	..	
(*d*) Slips in cuttings or embankments . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	7	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	152	152	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	1	1	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	4	11	15	..	..		..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..		..	..
Total . .	4	253	257	..	..	..	3	..	..	..	3

DIX D (*iii*).

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	2	..	..	..	2	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	7	7	..	..	..	..	..	..	..	..	7 (*b*)
..	12	12	..	..	..	..	..	..	..	..	8 (*a*)
..	54	54	..	..	..	..	1	..	1	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	12	12	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	13	13	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	43	43	..	..	..	..	..	..	..	..	9 (*g*)
..	1	1	..	..	..	..	..	..	..	..	9 (*h*)
..	4	4	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
..	1	1	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	5	5	..	1	..	..	..	..	..	1	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	57	57	..	..	..	..	..	..	..	..	12 (*b*)
..	7	7	..	..	..	..	..	..	..	..	12 (*c*)
..	4	4	..	..	..	..	..	1	..	1	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	1	1	..	..	..	..	..	..	..	..	12 (*f*)
..	8	8	..	..	..	..	..	..	..	..	12 (*g*)
..	235	235	..	1	..	2	1	1	1	4	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock different classes of accidents and the number of passengers

Class of accident.	CLASS I — BENGAL-NAGPUR. Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.	*Railway servants.* Injured.	*Other persons.* Killed.	*Other persons.* Injured.	*Total.* Killed. (Cols. 85, 87 and 89.)	*Total.* Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	22	22	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	2	3	..	..	1	..	..	..	1	..
6. Collisions between light engines . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	1	2	..	14	..	..	..	..	..	14
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	87	87	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . .	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	..	..	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	55	55	..	..	..	..	..	..	..	..
(2) other causes	..	67	67	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	3	3	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	135	135	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock . .	..	3	3	..	..	..	..	..	..	..	..
10. Failure of permanent- ay—											
(*a*) Broken rails	..	33	33	..	..	.	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	1	3	4	9	4	4	1	..	..	13	5
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	14	14	..	4	..	..	..	..	..	4
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	172	172	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings)	..	5	5	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossing.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	8	8	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	3	38	41	..	3	..	7	7	4	7	14
Total .	6	658	664	9	25	5	10	7	4	21	39

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1934-35 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	1	1	..	1	..	1	..	..	..	2	1
..	..	..	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	1	..	..	..	1	6
..	19	19	..	..	..	..	..	..	..	..	7 (*a*)
..	4	4	..	..	..	..	..	..	..	..	7 (*b*)
..	22	22	..	..	..	..	..	..	..	..	8 (*a*)
..	613	613	..	..	..	1	..	..	..	1	8 (*b*)
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
..	49	49	..	..	..	..	..	..	..	..	9 (*a*) 2
..	39	39	..	..	..	..	..	..	..	..	9 (*b*) 1
..	85	85	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
..	163	163	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	40	40	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	17	17	..	..	..	..	..	..	..	..	10 (*c*)
..	2	2	..	..	..	..	..	..	..	..	10 (*d*)
..	8	8	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	6	6	..	..	..	..	..	..	..	..	12 (*a*)
..	779	779	..	..	..	..	..	..	..	..	12 (*b*)
5	7	12	..	..	..	..	..	..	..	..	12 (*c*)
8	2	10	..	..	..	..	..	..	..	..	12 (*d*)
..	3	3	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	5	5	..	..	..	..	..	..	..	..	12 (*g*)
13	1,872	1,885	..	1	..	3	..	..	..	4	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

BURMA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	.	..
(*b*) other causes	11	..	11	..	..	..	3	..	..	..	3
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(*b*) other causes	1	19	20	..	1	..	4	..	..	..	5
9. Failure of engines and rolling stock—											
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	.	
(2) machinery, springs, etc. . . .	..	23	23	..	..	..	..	.	..	.	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	48	48	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear. .	..	64	64	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock . .	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	5	5	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	3	8	11	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	4	4	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	3	396	399	..	..	..	..	..	..	.	
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	11	11	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	2	5	7	..	..	..	..	3	2	3	2
(*e*) Train-wrecking	1	..	1	1	10	1	4	..	..	2	14
(*f*) Attempted train-wrecking	..	8	8	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	14	14	..	..	..	..	..	2	..	2
Total .	23	634	657	1	11	1	11	3	4	5	26

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

R A I L W A Y S—*contd.*

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	3	4	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	.	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	.	.	..	7 (*a*)
10	..	10	..	1	..	2	..	..	..	3	7 (*b*)
1	5	6	..	..	..	1	..	..	..	1	8 (*a*)
1	19	20	..	..	..	1	..	..	..	1	8 (*b*)
..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
..	15	15	..	..	..	..	..	..	..	..	9 (*a*) 2
..	5	5	..	..	..	..	..	..	..	..	9 (*b*) 1
..	38	38	..	..	..	..	..	..	..	..	9 (*b*) 2
..	3	3	..	..	..	..	..	..	..	..	9 (*c*)
..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
..	2	2	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
.	94	94	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	17	17	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	6	6	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
6	..	6	..	..	..	..	..	..	..	..	11 (*a*)
..	4	4	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	181	181	..	..	..	..	..	..	..	..	12 (*b*)
7	1	8	..	..	..	..	..	..	..	..	12 (*c*)
10	..	10	..	..	..	..	4	2	4	2	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
11	..	11	..	..	..	..	..	..	..	..	12 (*f*)
..	12	12	..	..	..	..	..	..	..	..	12 (*g*)
49	410	459	..	1	..	6	4	2	4	9	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railwa

Class of accident.	CLASS I — East Indian										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	1	..	1	..	13	..	7	..	1	..	21
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	14	14	..	..	..	5	..	..	..	5
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	9	9	..	..	..	9	..	..	..	9
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Other causes	..	22	22	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	1	11	12	..	..	..	4	..	..	..	4
(*b*) other causes	..	594	594	..	..	..	..	..	..	..	..
9 Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	109	109	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	19	19	..	..	..	..	..	..	..	..
(2) other causes	..	197	197	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	5	5	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	770	770	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	3	3	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	60	60	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	1	1	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	10	10	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	1	..	..	..	1
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	12	12	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	1,291	1,291	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	1	19	20	..	..	1	1	..	1	1	2
(*d*) Trains running over obstructions or vehicles at level crossings.	..	6	6	..	..	..	..	..	1	..	1
(*e*) Train wrecking	1	1	2	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	1	18	19	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	75	75	..	5	1	8	..	3	1	16
Total	6	3,266	3,272	..	18	2	35	..	6	2	59

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	3	3	..	..	..	..	..	..	..	..	1
..	10	10	..	..	..	2	..	..	..	2	2
..	6	6	..	..	..	..	..	..	..	..	3
2	25	27	..	..	..	11	1	1	1	12	4
..	42	42	..	..	..	1	..	..	..	1	5
..	17	17	..	..	..	1	..	..	..	1	6
..	2	2	..	..	..	..	..	..	..	..	7 (*a*)
..	26	26	..	..	..	2	..	..	..	2	7 (*b*)
..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
1	421	422	..	..	..	2	..	..	..	2	8 (*b*)
..	11	11	..	..	..	..	..	..	..	..	9 (*a*) 1
..	46	46	..	..	..	..	..	..	..	..	9 (*a*) 2
..	19	19	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*433	*433	..	..	..	1	..	..	..	1	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	1	1	..	..	..	..	..	..	..	..	9 (*d*)
..	13	13	..	..	..	2	..	..	..	2	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	427	427	..	..	..	..	..	..	..	..	9 (*g*)
..	18	18	..	..	..	..	..	..	..	..	9 (*h*)
..	38	38	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	1	1	..	..	..	..	..	..	..	..	10 (*c*)
..	4	4	..	..	..	..	..	..	..	..	10 (*d*)
1	109	110	2	..	..	2	..		2	2	11 (*a*)
..	6	6	..	..	..	..	..	..	..	..	11 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	1,348	1,348	..	..	..	..	..		..	..	12 (*b*)
..	9	9	..	..	..	..	..		..	..	12 (*c*)
..	3	3	..	..	..	..	..	1	..	1	12 (*d*)
..	9	9	..	..	..	..	..	..	..	..	12 (*e*)
..	5	5	..	..	..	..	..	..	..	..	12 (*f*)
..	43	43	..	..	..	..	..	..	..	..	12 (*g*)
4	3,099	3,103	2	..	..	24	1	2	3	26	Total.

H53CRAccts

*235 Engine failures and 198 Electrical Multiple units failures on suburban service.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accidents.	CLASS I — JODHPUR. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	6	..	6	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	4	4	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes.	..	7	7	..	..	..	..	..	..	..	..
(2) other causes	..	11	11	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	6	6	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	2	1	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	128	128	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	3	3	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	3	3	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	9	163	172	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
1	..	1	..	..	..	..	..	..	..	..	1
..	..		..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	7	7	..	..	..	..	..	..	..	..	4
..	...	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7 (*a*)
7	..	7	..	1	..	4	..	..	..	5	7 (*b*)
..	3	3	..	..	..	..	..	..	..	..	8 (*a*)
..	7	7	..	..	..	..	..	..	..	..	8 (*b*)
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
..	33	33	..	..	..	..	..	..	..	..	9 (*a*) 2
..	18	18	..	..	..	..	..	..	..	..	(*b*) 1
..	71	71	..	..	..	..	..	..	..	..	(*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
1	5	6	..	..	..	..	..	..	..	..	9 (*e*)
..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	29	29	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	20	20	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
1	..	1	..	7	..	1	..	..	..	8	10 (*d*)
1	12	13	..	..	..	..	..	..	..	..	11 (*a*)
..	3	3	..	..	..	..	..	..	..	..	11 (*b*)
..	16	16	..	..	..	..	..	..	..	..	12 (*a*)
..	947	947	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
7	1	8	..	1	..	..	..	2	..	3	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
23	..	23	..	..	..	..	..	..	..	..	12 (*f*)
..	8	8	..	..	..	..	..	..	..	..	12 (*g*)
42	1,184	1,226	..	9	..	5	..	2	..	16	Total

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — NIZAM'S STATE: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	Passengers. Killed.	Passengers. Injured.	Railway servants. Killed.	Railway servants. Injured.	Other persons. Killed.	Other persons. Injured.	Total. Killed. (Cols. 181, 183 & 185)	Total. Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	16	16	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	16	16	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	5	5	..	..	..	..	..	..	..	..
(2) other causes	..	43	43	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	3	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	2	2	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	316	316	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	3	3	..	..	..	..	..	..	..	..
(*e*) Train wrecking.	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	3	418	421	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
..	1	1	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
1	..	1	..	..	..	1	2	..	2	1	5
..	1	1	..	..	..	2	..	..	..	2	6
4	2	6	..	..	..	..	..	..	..	..	7 (*a*)
25	3	28	..	..	..	3	..	..	..	3	7 (*b*)
..	350	350	..	..	..	..	..	..	..	..	8 (*a*)
2	783	785	..	..	1	..	..	..	1	..	8 (*b*)
..	33	33	..	..	..	..	..	..	..	..	9 (*a*) 1
..	22	22	..	..	..	..	..	..	..	..	9 (*a*) 2
..	35	35	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*74	*74	..	..	..	..	..	..	..	..	9 (*b*) 2
..	2	2	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
1	7	8	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	77	77	..	..	..	..	..	..	..	..	9 (*g*)
..	652	652	..	..	..	..	..	..	..	..	9 (*h*)
..	60	60	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
1	51	52	..	..	..	..	..	..	..	..	10 (*c*)
1	2	3	..	..	..	..	..	..	..	..	10 (*d*)
1	..	1	..	..	..	..	..	..	..	..	11 (*a*)
1	1	2	..	..	..	..	..	..	..	..	11 (*b*)
..	3	3	..	..	..	..	..	..	..	..	12 (*a*)
..	790	790	..	..	..	..	..	..	..	..	12 (*b*)
1	10	11	..	..	..	..	..	..	..	..	12 (*c*)
6	4	10	..	..	..	..	..	1	..	1	12 (*d*)
..	1	1	..	..	..	..	..	..	..	..	12 (*e*)
..	3	3	..	..	..	..	..	..	..	..	12 (*f*)
..	23	23	..	..	..	..	..	..	..	..	12 (*g*)
45	2,990	3,035	..	..	1	7	2	1	3	8	Total.

* Includes one failure with rail motor and three with steam coaches.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — ROHILKUND AND KUMAON.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	2	..	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) Other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	13	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) *boilers and tubes*	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	3	3	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear. .	..	19	19	..	..	..	..	..	..	..	..
(*h*) Ditto other rolling stock . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	80	80	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	..	..	..	..
(*e*) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	18	18	..	..	..	..	..	..	..	..
Total .	7	145	152	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols. 216, 218 & 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
4	..	4	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	3	3	..	..	..	..	..	..	..	..	8 (*b*)
..	24	24	..	..	..	..	..	..	..	..	9 (*a*) 1
..	50	50	..	..	..	..	..	..	..	..	9 (*a*) 2
..	4	4	..	..	..	..	..	..	..	..	9 (*b*) 1
..	49	49	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	1	3	..	..	..	..	..	..	..	..	9 (*e*)
..	6	6	..	..	..	..	..	..	..	..	9 (*f*)
36	60	96	..	..	..	..	..	..	..	..	9 (*g*)
4	62	66	..	..	..	..	..	..	..	..	9 (*h*)
3	..	3	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	3	3	..	..	..	..	..	..	..	..	10 (*d*)
2	..	2	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
17	..	17	..	..	..	..	..	..	..	..	12 (*a*)
..	2,174	2,174	..	..	..	..	..	..	..	..	12 (*b*)
24	..	24	..	..	..	..	..	..	..	..	12 (*c*)
5	..	5	..	..	..	..	..	1	..	1	12 (*d*)
1	..	1	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
98	2,436	2,534	..	..	..	..	..	1	..	1	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	Total Class I								
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	*Passengers.*		*Railway servants.*		*Other persons.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	1	6	7	..	1	..	4	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	6	11	17	..	13	..	11	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	8	8	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	76	81	..	..	..	21	1	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	49	51	..	..	1	2	2	..
6. Collisions between light engines . .	..	32	32	..	..	..	13	..	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	8	27	35	..	..	..	..	..	..
(*b*) Other causes	70	63	133	..	16	..	14	..	..
8. Other derailments—									
(*a*) Due to trains running in the wrong direction through points.	2	407	409	..	..	..	5	..	..
(*b*) Other causes	5	2,640	2,645	..	1	1	8	1	..
9. Failure of engines and rolling stock—									
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	101	101	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	370	370	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	210	210	..		..	..	..	..
(2) other causes	..	1,132	1,132	..		..	1	..	..
(*c*) The failure of tyres	..	11	11	..		..	..	..	..
(*d*) Ditto wheels . . .	..	5	5	..	..	..	..	..	..
(*e*) Ditto axles	4	38	42	..	..	..	2	..	..
(*f*) Ditto brake apparatus . .	..	14	14	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	36	1,942	1,978	..	..	..	..	..	..
(*h*) Ditto other rolling stock .	4	743	747	..	..	..	..	..	..
10. Failure of permanent-way—									
(*a*) Broken rails	3	290	293	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	1	4	5	9	4	4	1	..	..
(*c*) The flooding of portions of permanent-way.	7	94	101	..	..	..	..	..	..
(d) Slips in cuttings or embankments . .	2	19	21	..	7	..	1	..	..
11. Fires—									
(*a*) Fire in trains	11	166	177	2	5	..	2	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	1	30	31	..	..	..	1	..	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	17	44	61	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	3	8,811	8,814	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	38	73	111	..	..	1	1	..	1
(*d*) Trains running over obstructions or vehicles at level-crossings.	38	30	68	..	1	..	..	7	11
(*e*) Train-wrecking	3	14	17	1	10	1	4	..	..
(*f*) Attempted train-wrecking . . .	39	57	96	..	..	..	..	..	..
(*g*) Miscellaneous	3	246	249	..	8	1	15	7	9
Total . .	309	17,763	18,072	12	66	9	106	18	23

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*		CLASS II RAILWAYS.												
		BARSI LIGHT.			BENGAL DOOARS			BHAVNAGAR STATE.			BIKANER STATE.			
Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 237 and 238.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 240 and 241.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 243 and 244.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 246 and 247.)	Serial No. of class of accidents (See colums No. 225.)
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)													
235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
..	5	..	..	..	..	..	..	..	..	..	..	..	..	1
..	25	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	22	..	..	..	..	..	..	..	..	..	..	..	..	4
3	2	..	..	..	..	..	..	..	..	..	..	..	..	5
..	13	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	30	1	..	1	..	..	..	..	..	..	3	..	3	7 (*b*)
..	5	..	..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
2	9	..	22	22	..	1	1	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	4	4	..	4	4	9 (*a*) 1
..	..	..	..	..	..	..	..	..	4	4	..	3	3	9 (*a*) 2
..	..	..	5	5	..	1	1	..	..	..	..	..	..	9 (*b*) 1
..	1	..	11	11	..	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	9 (*d*)
..	2	..	..	..	..	1	1	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	5	5	..	1	1	..	1	1	..	..	..	9 (*g*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	2	1	3	..	6	6	10 (*a*)
13	5	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	10 (*c*)
..	8	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
2	7	..	..	..	..	..	..	..	..	..	..	..	.	11 (*a*)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	1	..	1	..	2	2	12 (*a*)
..	..	..	33	33	..	4	4	..	67	67	..	78	78	12 (*b*)
1	2	1	..	1	..	4	4	..	..	..	..	..	..	12 (*c*)
7	12	.	..	..	..	1	1	..	..	..	..	..	..	12 (*d*
2	14	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
8	32	..	..	..	..	1	1	..	2	2	1	..	1	12 (*g*)
39	195	4	76	80	..	15	15	3	79	82	4	93	97	Total.

APPEN-

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols 251 and 252.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 254 and 255.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 257 and 258.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	1
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	68	..	68	..	..	..	..	7	7	..	1
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	2	2	..	..
(*b*) Other causes	29	..	29	..	..	..	..	16	16	..	9
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	2	2	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	39	39	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	1
(2) other causes	..	..	..	..	8	8	..	11	11	..	3
(*c*) The failure of tyres	..	16	16	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	..	..	..	2	2	..	..	..	..	..
(*h*) Ditto other Rolling Stock.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(*a*) Broken rails	1	..	1	..	..	..	..	16	16	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	4	..	4	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	31	..	31	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	1	1	..	1
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	1	1	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line.	..	2	2	..	17	17	..	83	83	..	9
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	35	35	..	2
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	1	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	40	40	..	2
Total	133	25	158	..	27	27	..	253	253	1	30

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.		JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 260 and 261.)		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 269 and 270.)	Serial No. of class of accidents. (See columns No. 250.)
262		263	264	265	266	267	268	269	270	271	272
..		..	..	..	..	..	..	..	..	..	1
..		..	..	..	..	1	1	..	..	..	2
..		..	..	..	..	..	..	..	..	..	3
	1	..	..	..	..	..	..	..	..	..	4
..		..	..	..	..	..	..	..	..	..	5
	1	..	..	..	..	..	..	..	..	..	6
..		..	..	..	..	1	1	..	..	..	7 (*a*)
	1	..	..	..	..	1	1	..	1	1	7 (*b*)
..		..	..	..	..	..	..	..	1	1	8 (*a*)
	9	..	6	6	..	7	7	..	2	2	8 (*b*)
..		..	..	..	..	..	..	..	..	..	9 (*a*) (1)
..		..	..	..	..	5	5	..	9	9	9 (*a*) (2)
	1	..	..	..	..	1	1	..	..	..	9 (*b*) (1)
	3	..	4	4	..	..	..	..	1	1	9 (*b*) (2)
..		..	..	..	..	..	..	..	..	..	9 (*c*)
..		..	..	..	..	..	..	..	..	..	9 (*d*)
..		..	..	..	..	1	1	..	..	..	9 (*e*)
..		..	..	..	..	..	..	..	..	..	9 (*f*)
..		..	..	..	..	..	..	..	..	..	9 (*g*)
..		..	..	..	..	..	..	..	..	..	9 (*h*)
..		..	..	..	..	..	..	..	1	1	10 (*a*)
..		..	..	..	..	..	..	..	..	..	10 (*b*)
..		..	..	..	..	..	..	..	..	..	10 (*c*)
..		..	..	..	..	..	..	..	..	..	10 (*d*)
	1	..	..	..	..	..	..	..	1	1	11 (*a*)
..		..	..	..	..	..	..	..	..	..	11 (*b*)
..		..	..	..	..	..	..	..	..	..	12 (*a*)
	9	..	26	26	..	21	21	..	13	13	12 (*b*)
	2	..	1	1	..	1	1	..	..	..	12 (*c*)
	1	..	..	..	..	1	1	..	1	1	12 (*d*)
..		..	..	..	..	..	..	..	..	..	12 (*e*)
..		..	..	..	..	..	..	..	1	1	12 (*f*)
	2	..	1	1	..	..	..	..	..	..	12 (*g*)
	31	..	38	38	..	40	40	..	31	31	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II					
	MYSORE RAILWAYS.			SHAHDARA (DELHI). SAHARANPUR LIGHT.						*Passengers.*		*Railway servants.*
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 274 and 275.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 277 and 278.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 280 and 281.)	Killed.	Injured.	Killed.
273	274	275	276	277	278	279	280	281	282	283	284	285
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	1	1	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	1	1	..	..	..
(*b*) Other causes	..	..	..	..	..	..	72	10	82	..	..	..
8. Other Derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	3	3	..	..	..	..	6	6	..	..	..
(*b*) Other causes	..	1	1	..	6	6	29	70	99	..	..	..
9. Failure of engines and rolling-stock—												
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes	..	..	..	..	1	1	..	11	11	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	60	60	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes	..	1	1	..	..	..	..	9	9	..	..	..
(2) other causes	..	10	10	..	..	..	..	48	48	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	16	16	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	1	..	1	..	..	..
(*e*) Ditto axles	..	..	..	..	2	2	..	4	4	..	..	..
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	1	1	..	..	..
(*g*) Ditto couplings and draft gear.	..	21	21	..	2	2	..	32	32	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	1	1	..	..	..
10. Failure of permanent way—												
(*a*) Broken rails	..	..	..	..	2	2	3	26	29	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	..	1	1	..	..	..	5	1	6	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	31	..	31	..	..	..
11. Fires—												
(*a*) Fire in trains	..	..	..	..	..	..	..	3	3	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	1	1	..	..	..
12. Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	1	6	7	..	..	..
(*b*) Trains running over cattle on the line.	..	106	106	..	3	3	..	462	462	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	1	51	52	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	1	3	4	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	2	2	..	3	3	..	..	..
(*g*) Miscellaneous	1	4	5	..	..	..	2	50	52	..	..	1
Total	1	153	154	..	18	18	146	878	1,024	..	..	1

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1934-35 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 291 and 292.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 273.)
Injured.	Killed.	Injured.	Killed. (Cols. 283, 285 and 287.)	Injured. (Cols. 284, 286 and 288.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 294, 296 and 298.)	Injured. (Cols. 295, 297 and 299.)	
286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	13	1	14	..	3	..	..	..	..	..	3	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	19	2	21	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	4	5	9	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	6	43	49	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	11	11	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	4	1	5	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	6	13	19	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	12 (*a*)
..	14	19	14	19	3	83	86	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	4	22	26	3	5	..	..	..	..	3	5	12 (*c*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	5	3	8	..	..	..	..	..	..	..	..	12 (*f*)
1	..	..	1	1	4	10	14	..	..	..	..	..	..	..	..	12 (*g*)
1	14	19	15	20	71	212	283	3	8	..	..	..	..	3	8	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-distinguishing between the different classes of accidents and the number of passengers, railway

Class of accident.	TOTAL ALL									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		*Passengers.*			
					(Cols. 304 and 306.)	(Cols. 305 and 307.)	Killed.		Injured.	
303	1934-35. 304	*1933-34.* 305	1934-35. 306	*1933-34.* 307	1934-35. 308	*1933-34.* 309	1934-35. 310	*1933-34.* 311	1934-35. 312	*1933-34.* 313
1. Collisions between passenger trains or parts of passenger trains.	1	*2*	6	*6*	7	*8*	..	*17*	1	*28*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	19	*32*	13	*15*	32	*47*	..	..	16	*72*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	8	*10*	8	*10*	..	..	..	*4*
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	*9*	77	*88*	82	*97*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	*1*	49	*50*	51	*51*	..	..	..	..
6. Collisions between light engines	..	*1*	33	*42*	33	*43*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	10	*12*	28	*6*	38	*18*	..	..	..	..
(*b*) Other causes	161	*144*	75	*72*	236	*216*	..	..	16	*19*
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	6	*1*	418	*400*	424	*401*	..	..	..	..
(*b*) Other causes	40	*33*	2,753	*2,740*	2,793	*2,773*	..	..	1	..
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	..	115	*84*	115	*84*	..	..	..	..
(2) machinery, springs, etc.	..	..	441	*437*	441	*437*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	..	224	*269*	224	*269*	..	..	..	..
(2) other causes	..	..	1,182	*1,132*	1,182	*1,132*	..	..	..	..
(*c*) The failure of tyres	..	..	27	*10*	27	*10*	..	..	..	..
(*d*) Ditto wheels	1	..	5	*2*	6	*2*	..	..	..	..
(*e*) Ditto axles	8	*9*	43	*35*	51	*44*	..	..	..	..
(*f*) Ditto brake apparatus	..	*2*	15	*11*	15	*13*	..	..	..	..
(*g*) Ditto couplings and draft gear	42	*61*	1,987	*1,856*	2,029	*1,917*	..	..	..	*8*
(*h*) Ditto Other Rolling Stock	4	*3*	744	*342*	748	*345*	..	..	..	..
10. Failure of Permanent way—										
(*a*) Broken rails	6	*9*	317	*346*	323	*355*	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	1	*2*	4	*4*	5	6	9	..	4	..
(*c*) The flooding of portions of permanent-way.	12	*62*	95	*126*	107	*188*	..	..	..	..
(*d*) Slips in cuttings or embankments	33	*17*	19	*57*	52	*74*	..	..	7	..
11. Fires—										
(*a*) Fire in trains	12	*7*	170	*137*	182	*144*	2	..	5	*2*
(*b*) Fire at stations, or involving injury to bridges or viaducts.	1	..	32	*42*	33	*42*	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	18	*21*	54	*34*	72	*55*	..	..	..	..
(*b*) Trains running over cattle on the line	6	*10*	9,356	*9,691*	9,362	*9,701*	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	43	*44*	146	*149*	189	*193*	3	..	5	..
(*d*) Trains running over obstructions or vehicles at level crossings.	39	*41*	34	*53*	73	*94*	..	..	1	*1*
(*e*) Train-wrecking	3	*6*	14	*14*	17	*20*	1	*4*	10	*24*
(*f*) Attempted train-wrecking	44	*63*	63	*53*	107	*116*	..	..	..	..
(*g*) Miscellaneous	9	*5*	306	*321*	315	*326*	..	..	8	*2*
Total	526	*597*	18,853	*18,634*	19,379	*19,231*	15	*21*	74	*160*

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1933-34 and 1934-35 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 303.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 310, 314 and 318.)	(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	
1934-35. 314	*1933-34.* 315	1934-35. 316	*1933-34.* 317	1934-35. 318	*1933-34.* 319	1934-35. 320	*1933-34.* 321	1934-35. 322	*1933-34.* 323	1934-35. 324	*1933-34.* 325	326
..	..	4	*6*	..	..	..	..	..	*17*	5	*34*	1
..	..	11	*27*	..	..	1	*1*	..	..	28	*100*	2
..	..	..	*1*	..	..	..	..	..	..	..	*5*	3
..	*2*	21	*24*	1	..	1	..	1	*2*	22	*24*	4
1	..	2	*9*	2	..	..	..	3	..	2	*9*	5
..	..	13	*8*	..	..	..	..	..	..	13	*8*	6
..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	14	*7*	..	..	..	..	..	..	30	*26*	7 (*b*)
..	..	5	*1*	..	..	..	..	..	..	5	*1*	8 (*a*)
1	*1*	8	*13*	1	..	..	..	2	*1*	9	*13*	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(1)
..	..	1	..	..	..	..	..	..	..	1	..	9 (*b*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	2	..	..	..	..	..	..	..	2	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	*2*	..	*6*	..	..	..	..	..	*2*	..	*14*	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
4	..	1	..	..	..	..	..	13	..	5	..	10 (*b*)
..	*1*	..	*2*	..	..	..	..	..	*1*	..	*2*	10 (*c*)
..	..	1	..	..	..	..	..	..	..	8	..	10 (*d*)
..	..	2	*1*	..	..	..	..	2	..	7	*3*	11 (*a*)
..	..	1	*1*	..	..	..	..	..	..	1	*1*	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	*2*	14	*11*	19	*26*	14	*11*	19	*28*	12 (*b*)
1	*2*	1	..	..	*2*	1	..	4	*4*	7	..	12 (*c*)
..	..	..	..	7	*27*	11	*36*	7	*27*	12	*37*	12 (*d*)
1	*1*	4	*1*	..	..	..	*8*	2	*5*	14	*33*	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
2	..	16	*14*	7	*5*	9	*15*	9	*5*	33	*31*	12 (*g*)
10	*9*	107	*123*	32	*45*	42	*86*	57	*75*	223	*369*	Total.

Number of persons killed or injured during the year 1934-35 on all railways open for traffic, distinguishing ***movement of vehicles used exclusively.***

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 328, 330 and 332.)	Injured. (Cols. 329, 331 and 333.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 336, 338 and 340.)	Injured. (Cols. 337, 339, and 341)
327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343
1. Ascending or descending steps at stations.	..	5	..	4	..	..	..	9	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	14	1	..	1	14	..	..	..	..	..	..	..	..
3. Falling off platforms .	..	1	..	14	..	..	..	15	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	2	3	673	..	11	3	686	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	..	..	3	240	1	4	4	244	.	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	1	71	..	..	1	71	..	..	..	..	..	..	..	..
7. Falling of wagon doors, ,lamps, bales of goods, etc.	..	1	..	217	..	7	..	225	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	2	280	..	1	2	281	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	1	2	6	158	4	13	11	173	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	..	12	..	152	7	8	7	172	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	1,587	..	..	..	1,587	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	3	958	..	1	3	959	..	..	..	..	..	..	..	..
14. Miscellaneous . . .	4	13	5	1,697	14	21	23	1,731	..	1	1	1	..	..	1	2
Total .	5	36	23	6,065	27	67	55	6,168	..	1	1	1	..	..	1	2

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents ***in which upon railways was not concerned.***

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 344, 346 and 348.)	Injured. (Cols. 345, 347 and 349.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 352, 354 and 356.)	Injured. (Cols. 353, 355 and 357.)	
344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360
..	..	..	..	..	..	..	..	..	5	..	4	..	..	..	9	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	..	..	14	1	..	1	14	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	..	1	..	14	..	..	..	15	3. Falling off platforms.
..	..	..	..	..	..	..	..	..	2	3	673	..	11	3	686	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	3	240	1	4	4	244	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	1	71	..	..	1	71	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	1	..	217	..	7	..	225	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	3	1	..	1	3	..	..	2	283	1	1	3	284	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	1	2	6	158	4	13	11	173	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	12	..	152	7	8	7	172	10. Stumbling whilst walking on the line or platforms.
..	..	..	1	..	..	..	1	..	..	..	1,588	..	..	..	1,588	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	3	958	..	1	3	959	13. Working on the line or in sidings.
..	1	..	1	..	..	..	2	4	15	6	1,699	14	21	24	1,735	14. Miscellaneous.
..	1	..	5	1	..	1	6	5	38	24	6,071	28	67	57	6,176	Total.

Accidents to railway servants on ***Class I Railways****, classified in respect of primary causes, during the year 1934-35*
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
361	362	363	364	365	366	367	368	369	370	371	372	373
Assam-Bengal	..	..	4	36·3	1	100·0	7	63·7	..	..	..	..
Bengal and North-Western	1	50·0	10	52·6	1	50·0	9	47·4	..	..	..	..
Bengal-Nagpur	2	40·0	7	30·4	3	60·0	10	43·5	..	..	6	26·1
Bombay, Baroda and Central India.	9	52·9	184	82·9	8	47·1	30	13·5	..	..	8	3·60
Burma	5	100·0	60	76·9	..	..	16	20·5	..	..	2	2·57
Eastern Bengal	9	33·3	24	25.0	18	66·7	70	72·9	..	..	2	2·08
East Indian	33	82·5	645	98·3	6	15·0	5	0·80	1	2·50	6	0·90
Great Indian Peninsula	19	76·0	591	96·9	5	20·0	15	2·46	1	4·00	4	0·66
Jodhpur	1	33·3	13	86·6	1	33·3	1	6·67	1	33·4	..	..
Madras and Southern Mahratta	10	90·9	141	94·6	1	9·09	8	5·37	..	..	..	..
Nizam's State	3	75·0	16	80·0	1	25·0	4	20·0	..	..	..	..
North Western	27	100·0	290	99·3	..	..	..	..	..	..	2	0·68
Rohilkund and Kumaon	..	..	..	..	..	..	4	100·0	..	..	..	..
South Indian	5	100·0	37	92·5	..	..	3	7·50	..	..	..	..
Total	124	72·1	2,022	90·5	45	26·2	182	8·14	3	1·74	30	1·35

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed. 374	Percentage of total. 375	Injured. 376	Percentage of total. 377	Killed. 378	Percentage of total. 379	Injured. 380	Percentage of total. 381	Killed. (Cols. 362, 366, 370, 374 and 378.) 382	Injured. (Cols. 364, 368, 372, 376 and 380.) 383	384
..	..	..	..	..	..	..	..	1	11	Assam-Bengal.
..	..	..	..	..	..	..	..	2	19	Bengal and North-Western.
..	..	..	..	..	..	..	..	5	23	Bengal-Nagpur.
..	..	..	..	..	..	..	..	17	222	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	5	78	Burma.
..	..	..	..	..	..	..	..	27	96	Eastern Bengal.
..	..	..	..	..	..	..	.	40	656	East Indian.
..	..	..	..	..	..	..	..	25	610	Great Indian Peninsula.
..	..	..	..	..	..	1	6·67	3	15	Jodhpur.
..	..	..	..	..	..	..	..	11	149	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	4	20	Nizam's State.
..	..	..	..	..	..	..	..	27	292	North Western.
..	..	..	..	..	..	..	..	..	4	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	5	40	South Indian.
..	..	..	..	..	..	1	0·04	172	2,235	Total.

APPEN

Number of accidents which occurred during the year 1934-35 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
385	386	387	388	389	390	391	392	393	394
(*a*) Total number of accidents..		..	24	49	2,206	54	332	1,207	1,441
(*b*) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	1	1	1	..	2	3	..
	Injured ..	..	1	40	2,205	31	325	1,193	1,441
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	2	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	1	3	..	..	..	..	..
Total (*b*) ..	Killed ..	..	1	2	1	..	2	3	..
	Injured ..	..	2	44	2,205	31	325	1,195	1,441
(*c*) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	7	..
2. New works, not opened for traffic.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	1	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	2	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (*c*) ..	Killed ..	..	1	1	..	1	..	..	..
	Injured ..	..	2	..	..	..	..	9	..
(*d*) Grand Total = (*b* + *c*) ..	Killed ..	..	2	3	1	1	2	3	..
	Injured ..	..	4	44	2,205	31	325	1,204	1,441

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 401, 402 and 403).	No. of accidents and No. of persons killed and injured.	
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.						
395	396	397	398	399	400	401	402	403	404	405	
..	475	667	643	..	266	7,364	36	4	7,404	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	..	2	..	..	..	10	1	..	11	Killed	1
..	475	665	643	12	266	7,297	34	4	7,335	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	4
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	4	..	..	4	Injured	
..	..	2	..	..	..	11	1	..	12	Killed	Total (*b*)
..	475	665	643	12	266	7,304	34	4	7,342	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	.	..	7	..	..	7	Injured	
..	..	..	..	.	..	1	..	..	1	Killed	2
..	..	..	..	.	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	1	..	2	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	3	1	..	4	Killed	Total (*c*)
..	..	..	..	..	..	11	..	..	11	Injured	
..	..	2	..	..	..	14	2	..	16	Killed	Grand Total (*d*)
..	475	665	643	12	266	7,315	34	4	7,353	Injured	

APPEN

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	205	97·1	836	95·3	3·23	5,803	87·2	2·80
Bengal and North-Western	3′ 3⅜″	386	63·7	1,561	66·4	13·7	11,897	*Nil*	0·86
Bengal Nagpur	5′ 6″	687	99·9	1,187	94·5	5·48	22,905	74·6	25·4
	2′ 6″	115	93·0	438	91·3	*Nil*	2,003	86·9	0·10
Bombay, Baroda and Central India.	5′ 6″	363	100·0	928	100·0	*Nil*	10,015	86·0	10·8
	3′ 3⅜″	465	100·0	1,485	99·9	0·07	9,254	33·4	11·7
	2′ 6″	26	*Nil*	69	*Nil*	*Nil*	319	*Nil*	*Nil*
Burma	3′ 3⅜″	389	99·5	1,390	83·4	3·38	10,056	39·4	1·64
Eastern Bengal	5′ 6″	303	100·0	1,105	99·9	0·09	7,947	53·6	45·6
	3′ 3⅜″	214	100·0	1,042	87·7	12·3	5,175	30·7	1·64
	2′ 6″	10	*Nil*	53	*Nil*	*Nil*	27	*Nil*	*Nil*
East Indian	5′ 6″	1,594	99·2	3,434	98·7	1·08	51,644	76·2	21·2
Great Indian Peninsula	5′ 6″	796	99·9	2,190	100·0	*Nil*	19,401	91·2	8·40
	2′ 6″	22	*Nil*	52	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	107	71·3	328	78·4	3·45	2,601	0·35	1·12
Madras and Southern Mahratta.	5′ 6″	304	98·7	991	96·7	3·33	6,279	78·8	20·3
	3′ 3⅜″	359	74·7	1,123	85·6	6·86	8,145	3·72	40·4
Nizam's State	5′ 6″	86	100·0	194	99·0	1·00	2,335	73·6	23·9
	3′ 3⅜″	87	85·1	197	100·0	*Nil*	1,501	33·8	1·13
North Western	5′ 6″	1,234	99·1	3,810	99·0	0·92	29,412	91·6	8·33
	2′ 6″	98	*Nil*	377	88·3	*Nil*	921	75·7	0·76
Rohilkund and Kumaon	3′ 3⅜″	76	69·7	232	53·9	25·9	2,769	0·65	0·22
South Indian	5′ 6″	152	100·0	446	97·5	2·47	2,482	80·6	18·6
	3′ 3⅜″	388	100·0	1,410	92·3	4·75	6,905	3·94	3·75
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		8,477	94·1	24,913	92·6	3·27	220,109	63·6	15·0
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	36	83·3	120	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3⅜″	19	47 4	72	19·4	31·9	450	0·22	*Nil*
Bhavnagar State	3′ 3⅜″	35	80·0	187	89·8	8·02	1,037	0·19	1·25
Bikaner State	3′ 3⅜″	55	49·1	185	31·9	16·2	1,258	6·12	0·24
Darjeeling Himalayan	2′ 0″	35	2·90	130	*Nil*	*Nil*	530	*Nil*	*Nil*
Dibru Sadiya	3′ 3⅜″	32	81·2	66	83·3	16·6	1,572	22·3	56·4
Gaekwar's Baroda State	3′ 3⅜″	19	94·7	85	98·8	1·20	314	20·7	2·20
	2′ 6″	40	*Nil*	168	*Nil*	*Nil*	878	*Nil*	*Nil*
Gondal	3′ 3⅜″	23	100·0	112	85·7	12·5	406	*Nil*	1·72
Jamnagar and Dwarka	3′ 3⅜″	19	63·2	75	66·7	93·3	604	95·1	7·61
Junagad State	3′ 3⅜″	17	100·0	138	85·5	13·0	360	5·83	30·8
Morvi	3′ 3⅜″	21	85·7	121	92·6	7·44	297	0·67	3·37
Mysore	3′ 3⅜″	39	97·0	179	91·6	6·20	554	60·9	2·15
	2′ 6″	10	90·0	29	10·0	*Nil*	84	4·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	49	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	254	*Nil*	*Nil*
Total	..	416	61·5	1,721	68·2	11·7	8,933	23·4	15·0
GRAND TOTAL (CLASS I & II RLYS.).	..	8,893	92·5	26,634	91·0	3·81	229,042	62·0	15·0

DIX E

carriages provided with latrine accommodation ***on Class I and II Railways*** *on the 31st March 1935.*

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
723	*Nil*	91·1	*Nil*	232	212	444	*Nil*	99·6	99·1	99·3	Assam Bengal.
1,344	*Nil*	100·0	61	484	78	623	100·0	48·0	100·0	54·3	Bengal and North Western.
(*b*)897	9·03	91·0	63	404	185	652	100·0	98·1	97·4	98·0	Bengal Nagpur.
(*b*)400	*Nil*	91·5	11	185	51	247	100·0	82·2	57·3	76·0	
732	*Nil*	100·0	*Nil*	288	125	413	*Nil*	94·7	59·5	80·4	Bombay, Baroda and Central India.
1,300	*Nil*	100·0	*Nil*	676	241	917	*Nil*	88·0	100·0	90·8	
69	*Nil*	33·3	*Nil*	31	23	54	*Nil*	72·1	100·0	81·8	
1,077	*Nil*	84·2	*Nil*	511	281	792	*Nil*	91·1	89·2	90·4	Burma.
849	*Nil*	100·0	13	207	242	462	92·9	78·7	68·8	73·4	Eastern Bengal.
813	*Nil*	100·0	17	342	241	600	100·0	100·0	100·0	100·0	
53	*Nil*	11·3	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
2,851	1·30	81·9	140	1,213	761	2,114	100·0	96·7	96·7	96·9	East Indian.
(*a*)1,348	1·10	98·9	1	492	348	841	100·0	80·8	77·0	79·2	Great Indian Peninsula.
50	*Nil*	100·0	*Nil*	26	20	46	*Nil*	89·7	100·0	93·9	
297	*Nil*	92·3	13	95	101	209	100·0	100·0	100·0	100·0	Jodhpur.
719	*Nil*	96·1	1	288	250	539	100·0	90·3	93·6	91·8	Madras and Southern Mahratta.
931	3·87	95·4	*Nil*	439	319	758	*Nil*	99·8	91·7	96·2	
151	22·5	77·5	*Nil*	60	22	82	*Nil*	100·0	91·7	97·6	Nizam's State.
164	48·8	51·2	*Nil*	81	23	104	*Nil*	96·4	88·5	94·5	
*2,790	0·57	99·0	65	1,083	843	1,991	100·0	100·0	100·0	100·0	North Western.
*315	*Nil*	81·0	8	176	52	236	100·0	100·0	100·0	100·0	
245	*Nil*	100·0	3	104	46	153	100·0	70·8	100·0	78·0	Rohilkund and Kumaon
348	*Nil*	94·0	*Nil*	137	102	239	*Nil*	100·0	100·0	100·0	South Indian.
1,339	*Nil*	93·1	*Nil*	565	133	698	*Nil*	75·6	42·4	65·8	
35	*Nil*	100·0	*Nil*	8	16	24	*Nil*	44·4	100·0	70·6	
19,840	1·51	93·0	396	8,127	4,715	13,238	99·7	86·5	88·0	87·4	Total.
											CLASS II RAILWAYS.
120	*Nil*	100·0	*Nil*	23	7	30	*Nil*	25·6	58·3	52·3	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	50·0	100·0	63·8	Bengal Dooars.
137	*Nil*	100·0	*Nil*	85	13	98	*Nil*	100·0	100·0	100·0	Bhavnagar State.
149	*Nil*	98·0	6	90	16	112	100·0	100·0	100·0	100·0	Bikaner State.
108	5·50	83·3	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
158	*Nil*	100·0	*Nil*	51	26	77	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
315	*Nil*	89·1	*Nil*	75	38	113	*Nil*	70·7	100·0	78·4	
91	*Nil*	100·0	*Nil*	49	11	60	*Nil*	96·1	84·6	93·7	Gondal.
54	*Nil*	100·0	*Nil*	30	*Nil*	30	*Nil*	92·5	*Nil*	92·5	Jamnagar and Dwarka.
123	*Nil*	100·0	*Nil*	58	15	73	*Nil*	100·0	71·4	92·4	Junagad State.
96	*Nil*	99·0	*Nil*	49	16	65	*Nil*	96·1	100·0	97·0	Morvi.
158	*Nil*	94·8	*Nil*	95	14	109	*Nil*	100·0	100·0	100·0	Mysore.
29	*Nil*	100·0	*Nil*	22	*Nil*	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	*Nil*	3	*Nil*	3	*Nil*	100·0	*Nil*	100·0	
53	*Nil*	100·0	3	12	2	17	100·0	28·6	100·0	36·2	Shahdara (Delhi)-Saharanpur.
1,714	0·35	95·8	12	692	180	884	100·0	77·0	84·1	78·6	Total.
21,554	1·42	93·2	408	8,819	4,895	14,122	99·8	85·7	87·8	86·8	GRAND TOTAL (CLASS I & II RLYS.).

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 145 reserved cars and 82 non-passenger carrying vehicles.

(*b*) Excludes 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles respectively, transferred to Coaching Stock during 1933-34 under Railway Board's letter No. 34/650/2/S., dated 1st February 1934.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1934-35.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,448	92,858	1,916	1,44,222	110·4	0·04
Bengal and North-Western	30,922	84,999	1,672	1,17,593	55·7	0·01
Bengal Nagpur	80,526	3,85,204	22,930	4,88,660	144·1	0·03
Bombay, Baroda and Central India	2,05,660	6,29,271	15,484	8,50,415	230·3	0·05
Burma	*Nil*	74,653	4,137	78,790	38·2	0·01
Eastern Bengal	*Nil*	3,48,663	21,215	3,69,878	184·6	0·03
East Indian	*Nil*	7,55,358	73,558	8,28,916	188·7	0·03
Great Indian Peninsula	18,746	3,99,302	2,634	4,20,682	112·9	0·02
Jodhpur	*Nil*	21,670	2,794	24,464	25·1	0·01
Madras and Southern Mahratta	2,18,676	2,82,089	14,992	5,15,757	159·7	0·04
Nizam's State	1,72,504	*	30,968	2,03,472	151·0	0·06
North Western	*Nil*	10,83,080	19,732	11,02,812	158·7	0·05
Rohilkund and Kumaon	3,257	23,396	487	27,140	47·6	0·02
South Indian	2,09,066	1,39,192	1,937	3,50,195	138·6	0·03
Total	9,88,805	43,19,735	2,14,456	55,22,996	144·2	0·03
Class II						
Barsi Light	4,300	6,145	100	10,545	52·0	0·03
Bengal Dooars	75	7,833	118	8,026	50·0	0·03
Bhavnagar State	13,664	12,331	21	26,016	84·7	0·04
Bikaner State	*Nil*	6,715	131	6,846	8·60	0·01
Darjeeling Himalayan	1,525	*Nil*	*Nil*	1,525	10·4	0·00
Dibru Sadiya	*Nil*	4,756	*Nil*	4,756	55·3	0.01
Gaekwar's Baroda State	*Nil*	11,424	82	11,506	17·7	0·02
Goudal	14,103	8,051	95	22,249	146·0	0·05
Jamnagar Dwarka	1,979	3,442	111	5,532	35·2	0·02
Junagad State	5,662	1,483	*Nil*	7,145	35·9	0·02
Morvi	8,143	1,534	*Nil*	9,677	73·2	0·03
Mysore	*Nil*	8,288	*Nil*	8,288	18·0	0·01
Shahdara (Delhi)-Saharanpur Light	*Nil*	5,129	242	5,371	58·1	0·03
Total	49,451	77,131	900	127,482	35·6	0·02
†Class III Total	13,603	12,189	225	26,017	22·7	0·01
Grand Total	10,51,859	44,09,055	2,15,581	56,76,495	131·9	0·03

*. Included in column 2.

† Does not include figures for Jessore Jhenidah Ry. as the information is not available.

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(*b*) Reprints of articles from foreign engineering magazines.

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A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

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„ 153.	River training and control on the guide bank system	F. J. E. SPRING.
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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1935-36

Volume I

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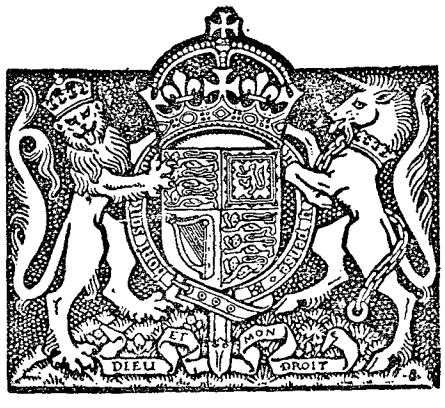

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CONTENTS.

CHAPTER I.—GENERAL REVIEW.

	Page.
Introduction	1
Monsoon conditions and agricultural results	1
Mileage	2
Railways and the Legislature	2
Railway Budget	3
Standing Finance Committee for Railways	3
Purchase of the Amritsar-Patti-Kasur Railway	3
Meetings with Agents of Railways and Local Governments	3
Central Advisory Council for Railways	4
Local Railway Advisory Committees	5
Railway Rates Advisory Committee	5
Job Analysis	7
Steps taken to improve earnings and to reduce working expenses	7

CHAPTER II.—FINANCIAL RESULTS.

I.—Trade Review—	
Exports	9
Imports	10
Balance of trade	11
II.—Financial Results of State Railways—	
Financial results of working	11
Traffic receipts	15
Ordinary working expenses	17
Losses and gains	18
Capital at charge	18
Works expenditure	19
Stores balances	20
Depreciation Fund	20
Analysis of financial results of working	20
III.—General Results of working of all Indian Railways—	
Traffic and mileage	24
Analysis of earnings	24
Passenger earnings	24
Goods earnings	26
Alterations in rates and fares	27
Compensation claims for goods	27

CHAPTER III.—NEW CONSTRUCTION AND ENGINEERING WORKS.

Capital expenditure	29
Lines opened during 1935-36	30
Lines sanctioned in 1935-36	30
Lines under active construction on 31st March 1936	30
Surveys	31
Important lines under construction	31
Important lines opened during 1935-36	32
Important new works	32
Open line improvements	33
Hardinge Bridge, Eastern Bengal Railway	34

CHAPTER IV.—TRANSPORTATION AND WORKING.

	PAGE.
Statistics	35
Speed of goods trains	36
Loads of goods trains	36
Wagon usage	36
Punctuality of passenger trains	38
System of ticket checking	38
Passengers travelling without proper tickets	39
Road motor competition	40
Mela Traffic	42
Wagon position	42
Neutral examination of interchanged wagon stock	42
Railway Collieries	43

CHAPTER V.—ROLLING STOCK AND MATERIALS.

Additions to equipment	46
Supply of rails and fish-plates from indigenous sources	46
Purchases of timber for carriage and wagon building	46
Wooden Sleeper Purchase Organisation	47
Value of railway materials purchased	48
Value of stores purchased by State-managed and Company-managed railways during 1931-32 to 1935-36, value of stores purchased through the Indian Stores Department and value of stores purchases controlled by the Railway Board	49
Purchase of stores by Railways through the Indian Stores Department	50
Cost of maintenance and supply of locomotive power and cost of maintenance and operation of Carriage and Wagon Stock	50
Central Standards Office	50
Locomotive Standards Committee	52
Carriage and Wagon Standards Committee	52
Bridge Standards Committee	53
Track Standards Committee	53
Signalling and Interlocking Standards Committee	54
Standing Committee on Standards and Specifications for Indian Railways	54
Electrical Standards Committee	55

CHAPTER VI.—STAFF.

Number of staff	56
Cost of staff	56
Indianisation—	
Recruitment of superior officers—	
State-managed Railways	58
Company-managed Railways	59
Review of the progress made since 1925	60
Representation of minority communities in Railway Services	63
Training of staff—	
Area Schools	64
Improvements in the service conditions of the staff—	
Hours of Employment Regulations	65
Welfare—	
Assistance from railway funds to railway employees for the education of their children	65
Staff Benefit Fund	66
Railway Sports	66
Report of the Royal Commission on Labour	66
Security of services—Rules regarding discipline and rights of appeal of non-gazetted railway servants	67
Meetings with the All-India Railwaymen's Federation	67

CHAPTER VII.—AMENITIES FOR PASSENGERS.

	Page.
Booking Offices	68
Waiting rooms and waiting halls	69
Covered and raised platforms	70
Refreshment rooms for Hindus and Mohammedans	71
Vendors' stalls in waiting halls and on platforms	71
Water supply for passengers	72
Restaurant or buffet car services	75
Improvements carried out in existing lower class carriages	77
Improvements carried out in the latrines of third class carriages	77
Arrangements to ensure cleanliness of latrines in passenger trains	78
Overcrowding in third class carriages	79

CHAPTER VIII.—MISCELLANEOUS.

Accidents	80
Damage by earthquakes, floods and cyclones	83
Publicity	84
Anti-malarial measures	86

APPENDICES.

A.—List of Railways in India	89
B.—Relations of the Government to Railways in India	94
C.—Organisation for Government control	99
D.—Separation of Railway finance from General finance	105
E.—Financing of branch lines of Railways	107
F.—Statement of—	
(i) Gazetted officers	111
(ii) Senior subordinates	116
G.—Statement of appointments created and vacancies filled—	
State-managed Railways	119
Company-managed Railways	119
H.—Officers of the Railway Department (Railway Board) and attached offices	122

LIST OF ILLUSTRATIONS.

	Facing page.
1. Silver Jubilee Bridge over Nerbudda River (*B., B. & C. I. Railway*)	32
2. Quetta Railway Station after the Earthquake on 31st May 1935 (*N. W. Railway*)	1
3. Engine Shed at Quetta after the Earthquake on 31st May 1935 (*N. W. Railway*)	33
4. Divisional Superintendent's Office at Quetta after the Earthquake on 31st May 1935 (*N. W. Railway*)	65
5. Earthquake proof building at Quetta after the Earthquake on 31st May 1935 (*N. W. Railway*)	19
6. Indian State Railways Publicity Stall at the British Empire Exhibition, New York, during 19th to 30th November 1935 (*C. P. O.*)	84
7. Heavy Boiler Shop at Jamalpur (showing erection of last bay) (*E. I. Railway*)	55
8. New Forge at Jamalpur (half completed) (*E. I. Railway*)	68
9. Third Class Buffet Car on the Poona Express (*G. I. P. Railway*)	76
10. XT Locomotive	52
11. CR type Covered Wagon (*E. I. Railway*)	54
12. CMR type Covered Wagon (*E. I. Railway*)	42

DIAGRAMS AND MAP.

	Facing page.
1. Diagram showing total Capital outlay, gross earnings, working expenses and length in miles	1
2. Graphs showing receipts and expenditure of State-owned Railways including worked lines 1935-36	11
3. Graphs showing number of passengers carried and passenger miles	25
4. Graphs showing number of locomotives, boilers, carriages and wagons provided for in programme of Class I Railways	46
5. Graphs showing cost of maintenance and supply of locomotive power per 1,000 gross ton miles and cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles	50
Map of India showing railways open and under construction on 31st March 1936	In the pocket of the back cover.

INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

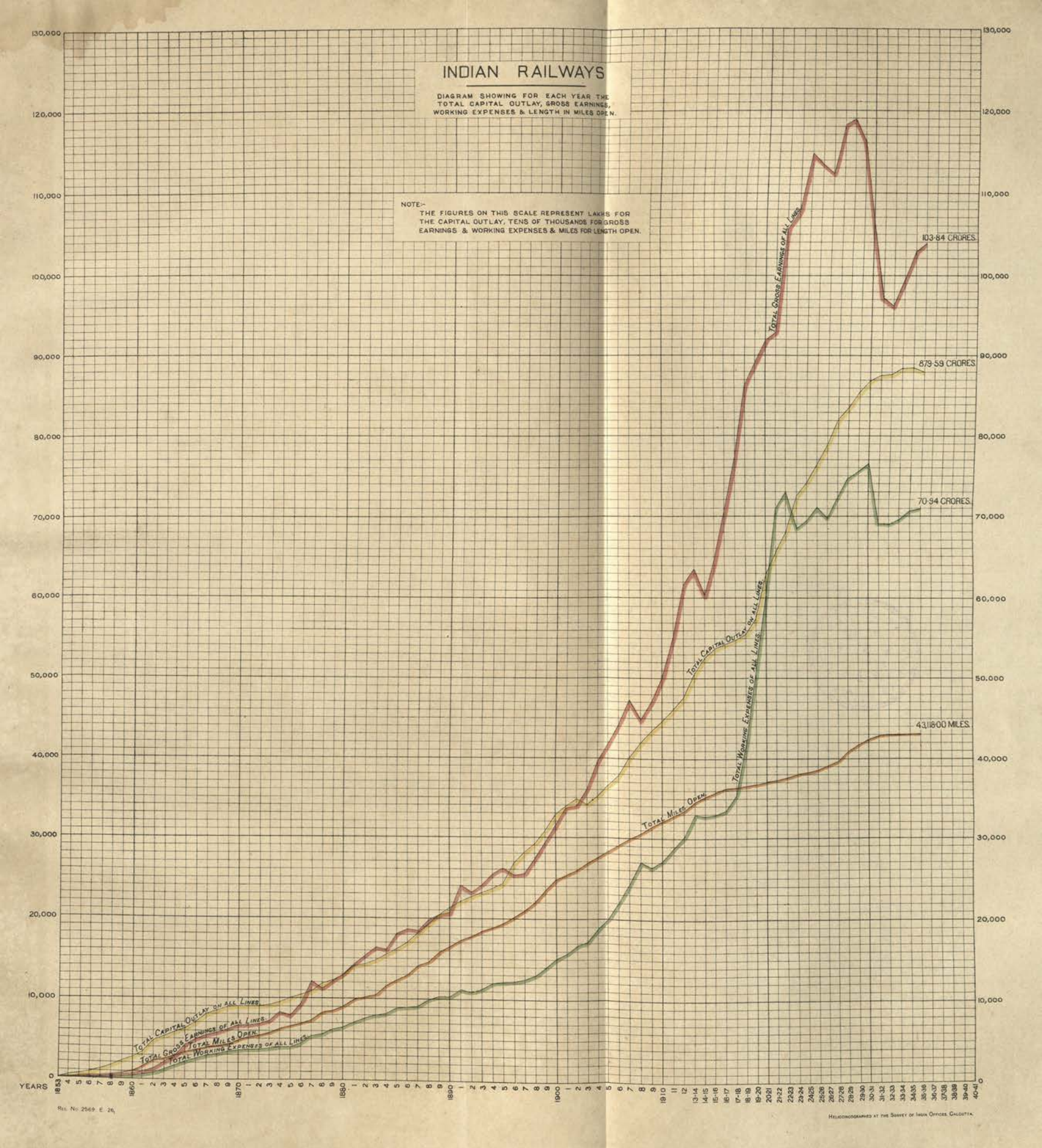
Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.
,, II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.
,, III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in Appendix A, pages 89 to 93.

INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.

NOTE:-
THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.



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HELIOCOGRAPHED AT THE SURVEY OF INDIA OFFICES, CALCUTTA.

Quetta Railway Station after the earthquake on 31st May 1935.

CHAPTER I.

GENERAL REVIEW.

1. Introduction.—The Railway Board's annual report on Indian Railways is published in two volumes for the period from 1st April 1935 to 31st March 1936. Volume I contains a review of the general administration and the financial results of the railways with special comments on matters of outstanding interest. It also covers references to new construction of railway lines, improvements in or additions to rolling stock, introduction of improved methods of operation, the recruitment, training and welfare of staff, and other matters having an important bearing on railway management and operation. Volume II is a compilation of financial and statistical summaries and statements covering the main heads of the capital and revenue accounts and practically the complete range of railway working.

2. Monsoon conditions and agricultural results.—India being primarily an agricultural country, the welfare and general prosperity of the people are very largely dependent on the incidence and effectiveness of the monsoon rainfall. This indirectly affects the railways, which are the main carriers of the exportable surplus of agricultural products. A few remarks on this important subject may therefore serve to call to mind the conditions obtaining during the year. During the monsoon period rainfall was generally within 10 per cent. of the normal, and was defective in some important provinces, such as Sind, Bengal, United Provinces and Punjab. During the retreating period, conditions were unusually dry over the greater part of the country. Taking the year, as a whole, the rainfall was within 20 per cent. of the normal all over the country except on the North Madras Coast where it was defective by 23 per cent.

From the agricultural point of view, the season should, on the whole, be regarded as having been fair. Compared with the previous season, the total outturn of rice recorded a decline of 8 per cent., owing chiefly to unfavourable conditions in the main rice-growing tracts, Bengal and Bihar and Orissa. In Burma, however, the crop was good and increased by 11 per cent. In the case of sugarcane, the total outturn showed an increase of 16 per cent. over the previous year, due mainly to extended cultivation. The outturn of jute declined by 25 per cent. owing to reduction of acreage brought about partly by adverse weather conditions and partly by an intensive campaign for restriction of sowings. Cotton recorded an increase of 18 per cent. mainly due to comparatively favourable seasonal conditions. The production of groundnut, sesamum and castor seed increased to the extent of 15, 13 and 16 per cent. respectively. The wheat crop of 1934-35—the commercial crop of the year under review—recorded an increase of 3 per cent. as compared with the preceding year. In the case of winter oilseeds, the outturn of rape and mustard during 1934-35 declined by about 5 per cent. but that of linseed recorded an increase of 11 per cent. as compared with the previous season.

3. The earnings of State-owned lines increased from Rs. 90·20 crores in 1934-35 to Rs. 90·65 crores in 1935-36 but the net result of the year's working was a loss of about four crores. No contribution could therefore be made to general revenues.

Goods traffic showed an appreciable improvement: the total tonnage carried having increased from 84·5 million tons in the previous year to 86·9 million tons in 1935-36, and the earnings from Rs. 64·35 crores to Rs. 64·69 crores. The net ton miles also increased from 20,352 millions to 20,554 millions. The average rate earned per ton per mile for all commodities, however, showed a slight decrease, being 6·04 pies as against 6·07 pies in 1934-35.

Passenger traffic showed a slight improvement, 7 million more passengers being carried, with a resultant rise in earnings from Rs. 30·3 to 30·6 crores.

4. Mileage.—The new mileage opened for traffic during the year was 111 of which 71 miles were state-owned; but due to realignment the net addition to the mileage of railways during the year was 98. The total route mileage at the end of the year was 43,118. In addition, there were 63 miles under construction on 31st March 1936.

5. Railways and the Legislature.—As in past years the members of the Legislative Assembly and the Council of State continued to take a keen interest in the working of railways. Out of a total number of 3,649 questions asked in both the Houses during the year 1935-36, 1,181 or 31 per cent. were answered by the Railway Department as compared with 30 per cent. during the previous year.

Three resolutions also came up for discussion—two in the Legislative Assembly and one in the Council of State, *viz*:—

(i) *Manufacture of Locomotive requirements in State Railway workshops.*—A resolution was moved on the 4th September 1935 in the Legislative Assembly recommending to the Governor-General in Council that " immediate steps be taken to equip State Railway Workshops with necessary additional plant and machinery to ensure manufacture of all locomotive requirements within the Railway workshops ".

This was opposed by Government mainly on the ground that, in view of the fluctuating nature of the demand and the probability of fewer locomotives being required for some time to come as a result of steps taken to improve the utilisation of locomotives, the expenditure involved was likely to be unremunerative; but the resolution was passed by a majority of the Assembly.

(ii) *Purchase of the Bengal and North-Western and Madras and Southern Mahratta Railways.*—On the 4th February 1936, Mr. Muhammad Azhar Ali moved the following Resolution in the Legislative Assembly :—

> " That this Assembly recommends to the Governor-General in Council that immediate and necessary steps be taken to take over the control of the Bengal and North-Western Railway and the Madras and Southern Mahratta Railway from the present lessees and further not to extend the contracts which expire in the year 1937."

The debate was continued on the 11th, when the resolution was passed without a division. The resolution was supported on the grounds that cheap money conditions prevailing at present could make purchase a financially profitable proposition and that the inconvenience suffered by the travelling public on the Bengal and North-Western and Rohilkund and Kumaon lines was giving rise to widespread discontent.

The Resolution was not opposed by Government but it was explained that the amount required at the end of 1937 for the acquisition of the three railways would be in the neighbourhood of £17 million and it would be impossible to predict the condition of the money market at the end of 1937. The date of acquisition would almost synchronise with the setting up of the Federal Railway Authority who would be faced at the very start with the heavy task connected with the transfer of these railways to State management.

(iii) *Economies in Railways.*—On the 13th March 1936, the Hon'ble Mr. Hossain Imam moved a Resolution in the Council of State regarding the exploration of further avenues of economy in the railways and the revision of the Separation Convention of 1924-25.

The second part of the Resolution namely, the revision of the Separation Convention of 1924-25 was opposed by Government on the ground that under the Government of India Act, 1935, the Federal Railway Authority or the Statutory Railway Board when set up, would have to come to a financial settlement with the Government of India and consequently there did not seem to be much use in attempting to bring about a revision of the existing convention at the present moment. This was, therefore, withdrawn by the mover.

The first part of the resolution was accepted by Government though it was made clear that Government did not agree with all the arguments advanced by the mover.

6. Railway Budget.—The Railway Budget for 1936-37 was presented to both the Houses of the Legislature on the 17th February 1936 after a previous detailed discussion in the Standing Finance Committee for railways at their meetings held on 30th and 31st January 1936 and 13th February 1936. The general discussion of the budget took place in the Legislative Assembly on the 19th February 1936 and in the Council of State on the following day. The voting on the demands for grants in the Assembly occupied four days, *viz.*, 24th to 27th February 1936.

In the course of the general discussion in the Assembly criticisms were offered on the railway budget on various points, the most important of which were increase in freights and fares, introduction of legislation for ticketless travellers, co-ordination and competition of road and rail transport, corruption among railway servants, amenities for third class passengers, imposition of cut in salaries, over-capitalisation of railways, wagon building industry in India, deficit on strategic lines and policy of amalgamation of railways.

Of the motions for reductions made in the course of debates on the voting of demands for grants the most important related to the general policy of railway administrations, grievances of third class passengers, grievances of railway workers and amalgamation of railways, and these motions were carried. The next important motions for reduction related to paucity of Muslims in railway services, and creation of a ministry or department of communications. On receipt of satisfactory replies from Government they were withdrawn by the movers. Some other questions of minor importance were also raised but the motions pertaining to them were either negatived or withdrawn and the demands for grants were voted in full by the Assembly.

7. Standing Finance Committee for Railways.—The committee met seven times during the year. They scrutinised the proposals relating to capital and revenue expenditure to be incurred during 1936-37 and examined the demands for grants for that year prior to their being placed before the Legislative Assembly. They examined also proposals for the creation of certain superior posts on railways and approved of them. The committee were apprised of the position regarding the policy of the Railway Board in the matter of stores purchase, the facilities provided to Indian students for practical training in engineering firms in Europe and the work undertaken by the Central Standards Office attached to the Railway Board. A list of the important items of standard designs prescribed by the Central Standards Office was also placed before the committee for information.

8. Purchase of the Amritsar-Patti-Kasur Railway.—The Amritsar-Patti-Kasur Railway, 54·81 miles in length, which was owned by the Amritsar Patti Railway Company and worked by the North Western Railway Administration for 45 per cent. of the gross earnings, was purchased by Government on 31st December 1935 at a cost of Rs. 43,84,288. The purchase of the line was justified on administrative and financial grounds.

9. Meetings with Agents of Railways and Local Governments.—The Railway Board held two meetings with the Agents of the principal railways, one in Simla on the 3rd October 1935 and the other in New Delhi on the 19th March 1936. Among the subjects discussed at the two meetings were :—

(i) control of licensed coolies at station;
(ii) advertising in railway carriages;
(iii) future of the Central Publicity Bureau;
(iv) passenger fares on railways;
(v) intermediate and third class mail fares; and
(vi) methods to be adopted for the most advantageous disposal of surplus stores on railways.

During the year under review several visits were paid by the Honourable Member for Railways, the Chief Commissioner of Railways, and the Financial Commissioner, Railways, to the headquarters of various railway administrations and Local Governments. Copies of their tour programmes were sent in advance to the Press, Local Governments and important mercantile associations in order to give the latter an opportunity of placing their views on railway problems before the Railway Board.

10. Central Advisory Council for Railways.—During the year 1935-36, meetings of the Central Advisory Council for Railways were held in New Delhi on the 1st, 3rd and 6th April 1935, in Simla on the 14th September 1935, and again in New Delhi on the 22nd February, the 21st March and the 28th March 1936. The following subjects were discussed at these meetings with the results shown side by side :—

Subject.	Result of discussion.
(i) Abolition of the quota system of recruitment for the Transportation (Traffic) and Commercial Mechanical Engineering, Transportation (Power) and Electrical Departments of State Railways.	Pandit Nilkantha Das and Mr. Venkatachelam Chetty were of opinion that provincial representation in the services was necessary. Mr. S. K. Som, was strongly opposed both to territorial and communal representation in the higher services. The other members raised no serious objection to the proposal.
(ii) Improved third class carriages	Various suggestions were put forward which were noted for consideration. Members were shown in this connection, at New Delhi station a specimen third class carriage of improved design to seat 96 persons divided into six compartments holding 16 passengers each and each compartment provided with an improved type of latrine.
(iii) Association of non-official members of the public as assessors at magisterial enquiries into serious accidents.	The opinion of the Council was that when a magistrate holds an enquiry, which he does only in serious cases, he should as a matter of course have assessors to assist him.
(iv) Representation of agriculturists and passengers' interests on Local Advisory Committees.	It was decided that the Railway Board should enquire from the Secretaries of the various Legislative Councils what the procedure actually was for electing or nominating the members of the Local Advisory Committees and to consider the subject further when this information was obtained.
(v) Provision of non-smoking compartments in railway trains.	It was decided to try the experiment of reserving one third class compartment on a train for non-smokers on certain sections of the North Western Railway and to watch the results.
(vi) Reduction in the number of classes of accommodation on Indian Railways.	Members were invited to express their views on the subject so that the matter could be further considered in consultation with the Agents.
(vii) Future educational policy on Railways.	At the meeting of the Central Advisory Council for Railways on the 14th September 1935, a Sub-committee was appointed to examine the proposals made by the Government of India relating to the policy of railways with regard to the assistance to be given to railway employees towards the education of their children. The Committee met for this purpose on the 26th September 1935 and had the assistance of Mr. Tylden Pattenson, Member, Railway Board, Diwan Bahadur Mathra Das, Director of Estab-

Subject.	Result of discussion.
	lishment and Mr. Moody, Secretary, Railway Board, in examining the question. The sub-committee's report was placed before the Council on the 22nd February 1936 and received the approval of the majority of the members.
(viii) Proposed legislation to combat ticketless travel.	The discussions showed that there was considerable opposition to the proposals. The Chairman during the course of the discussions explained that so long as a passenger, who was found travelling without a proper pass or ticket, was willing to pay the excess charge and fare leviable from him, there was no intention either to prosecute him or to interrupt his journey to his destination.

11. Local Railway Advisory Committees.—These committees, which enable Railway Administrations to discuss periodically with representatives of public bodies and others matters connected with the requirements of passengers and the provision of facilities for traffic generally, continued to function on all Class I Railways (except the Jodhpur Railway), and on the Barsi Light Railway. Ninety-four meetings of the various committees were held and particulars of the various subjects discussed have been embodied in pamphlets published quarterly. Some of the more important matters that were the subject of discussion are detailed below:—

(i) Accommodation for third class passengers in trains.
(ii) Reservation of berths.
(iii) Improvement in carriages reserved for ladies.
(iv) Concessions to third class passengers.
(v) Cooly contracts.
(vi) Design of carriages.
(vii) Indian restaurant cars.
(viii) Electrification of stations.
(ix) Provision of fans in lower class carriages.
(x) Special arrangements for festivals.
(xi) Provision of Indian style of lavatories.
(xii) Inspection of foodstuffs.
(xiii) Revision of goods tariffs.
(xiv) Construction of new lines.
(xv) Overcrowding in trains.
(xvi) Provision of overbridges and raised platforms.
(xvii) Provision of waiting rooms.
(xviii) Catering arrangements at stations.
(xix) Introduction of complaint books at stations.
(xx) Supply of drinking water to passengers.

12. Railway Rates Advisory Committee.—The Railway Rates Advisory Committee continued to function with Sir Zahid Suhrawardy as its President. During the year under review two cases were referred to the Committee for investigation, *viz.*:—

(i) A complaint from Messrs. Martin and Company, Calcutta and nine other colliery owners against the East Indian Railway alleging that—
  (*a*) the terminal charge on coal levied on traffic from the Ranigunj coalfields was unreasonable;
  (*b*) the freight charged for coal from some collieries was also unreasonable.

(ii) A complaint from Messrs. Jeetmal Kanaudia of Cawnpore, against the Great Indian Peninsula Railway alleging that the rates for myrabolam from Jubbulpore to Cawnpore and *viâ* Cawnpore were unreasonable.

In the first case, the Committee found that the levy of a terminal charge was not unjustified and as the question of the quantum of the charge was not in dispute the Committee did not feel called upon to report on its reasonableness. The second point, *i.e.*, that the freight charged for coal was unreasonable was not pressed by the applicants.

The Committee's report on this case, was received at the close of the year and was under consideration by Government.

The second case was still under enquiry by the Committee at the close of the year.

The Committee also reported on the following two cases which had been referred to them in previous years:—

(i) Classification of Upson Board and Upson Insulating Board (a kind of patent board used for insulating or building purposes in ceilings, walls or floorings).

(ii) Complaint from Messrs. Goculdass Hansraj, Calcutta, regarding rates for rice.

As regards (i) the Committee were of the opinion that the applicant had not made out a case that the rates were unreasonable in themselves, but held that it was incorrect to treat these articles as " Roofing, felt or patent ". The Committee, therefore, recommended that a new classification heading, descriptive of these commodities should be introduced. The Government of India accepted the views of the Committee and action was taken accordingly.

As regards (ii), the Committee's finding was that the rates complained of were not unduly preferential. The Government of India agreed with this view.

The following three cases which were reported on by the Committee at the close of 1934-35, and to which reference was made in that year's Report, were taken into consideration by the Government of India:—

(1) rates for cotton from the Punjab to Rajnandgaon;

(2) and (3) rates for coal from the Korea coalfields.

In these cases the Government of India agreed with the Committee's view that the rates in question were not unreasonable.

Four other representations were received for a reference to be made to the Railway Rates Advisory Committee. These referred to—

(*a*) alleged preferential rates quoted by the Bengal Nagpur Railway for fresh fruits;

(*b*) rates for biddy leaves from certain stations to Shalimar;

(*c*) rates for cotton and yarn waste from Bombay to Ahmedabad;

(*d*) rate for fireclay from Chaurasi to Barakar.

These cases were not referred to the Committee as—

(*a*) the preferential rates complained of were withdrawn by the Railway Administration;

(*b*) a *primâ facie* case for reference to the Committee had not been made out;

(*c*) the matter was one for reference by the applicant direct to the Railway Administration;

(*d*) the matter was under correspondence with the applicant at the close of the year.

13. Job Analysis.—It was mentioned in the last year's report that the Railway Board and Railway Administrations had already taken action in

regard to some of the recommendations made by Mr. Pope in his second report while others were under further detailed investigation. Job analysis was continued on most of the railways during the year under review and the following table shows the economies effected on each of the more important railways and the cost of the analysis organisation for the three years 1933-34, 1934-35 and 1935-36 :—

Railways.	1933-34.		1934-35.		1935-36.	
	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.	Cost of Job analysis organisation.	Savings effected.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	77,691	7,01,128	92,884	18,14,544	1,13,541	5,82,459
Great Indian Peninsula . . .	56,680	4,15,000	64,000	2,04,246	53,574	2,04,859
North Western	32,000	12,66,749	46,006	12,37,376	56,729	7,22,202
Eastern Bengal	63,000	2,14,864	65,995	1,29,508	26,134	41,600
Bombay, Baroda and Central India.	58,789	3,52,862	35,300	11,41,596	3,643	2,25,682
Madras and Southern Mahratta .	8,750	45,220	17,632	1,14,000	4,920	2,56,000
South Indian	19,580	27,400	2,180	25,000	221	8,463
Burma	7,500	25,871	26,615	73,352	..	77,591
Assam Bengal	12,825	1,31,755	8,208	12,659	1,490	*
Bengal Nagpur	..	..	..	..	17,575	13,68,493

* Figures not available.

14. Steps taken to improve earnings and to reduce expenses.— Railways have continued to explore the possibilities of increasing earnings and reducing working expenses. The following important steps were taken by railways during the year with a view to increasing earnings :—

(i) Introduction of special rates and fares where necessary and greater precision in the analysis of changes in rates and fares.

(ii) Adjustment of rates and fares to meet road competition and to attract traffic to railways. This measure is reported to have resulted in additional earnings of about Rs. $3\frac{1}{4}$ lakhs on the Assam Bengal and Eastern Bengal Railways.

(iii) Appointment of canvassers for attracting traffic to railways and special arrangements for quick and safe transport of particular goods.

(iv) Elimination of inter-railway competition which keeps down the rates on the connected railways.

(v) General improvement of the services offered by railways to the public to counter, as far as practicable, the facilities offered by lorries.

(vi) Arrangements intended to secure quotation of firm rates at forwarding stations.

(vii) Special test checks of weights and declarations of goods consignments.

(viii) Adoption of measures to prevent road lorries overloading to reduce unfair competition.

Besides ' Job Analysis ' under which the savings effected on the more important railways are enumerated in paragraph 13, the following further steps, amongst others, were also taken by railways with a view to effecting savings :—

(i) Examination of handling rates at stations. An estimated saving of Rs. 20,000 was effected on the Assam Bengal Railway.

(ii) Introduction of rail cars on certain sections of the Madras and Southern Mahratta Railway, the operating cost of which is 25 per cent. of that of steam trains.

(iii) Introduction of single control of train examinations at joint stations.

(iv) Use of less expensive wood for carriages.

(v) Amalgamation of certain running sheds.

(vi) Closing down of the locomotive workshop at Bangalore (Madras and Southern Mahratta Railway).

CHAPTER II.

FINANCIAL RESULTS.

I.—*Trade Review.*

15. *Exports.*—During the year 1935-36, the total value of exports, including re-exports, amounted to Rs. 164 crores as compared with Rs. 155 crores in the previous year, an increase of Rs. 9 crores or 6 per cent. The following are the important fluctuations :—

Commodity.		QUANTITY (IN THOUSANDS).					VALUE.				
		1929-30.	1934-35.	1935-36.	1935-36 compared with 1929-30.	1935-36 compared with 1934-35.	1929-30.	1934-35.	1935-36.	1935-36 compared with 1929-30.	1935-36 compared with 1934-35.
							(Rs. in crores.)	(Rs. in crores.)	(Rs. in crores.)	(Rs. in lakhs.)	(Rs. in lakhs.)
Raw Jute	Bales	4,518	4,214	4,319	—199	+105	27·17	10·87	13·71	—13,46	+2,84
Metals and ores	Tons	1,691	1,146	1,563	—128	+417	10·34	5·91	7·73	—2,61	+1,82
Pig iron	,,	569	417	538	—31	+121	2·59	0·93	1·24	—1,35	+31
Pig lead	Cwts.	1,456	1,229	1,309	—147	+80	2·45	1·36	1·78	—67	+42
Manganese ore	Tons	816	460	729	—87	+269	2·29	0·81	1·32	—97	+51
Wolfram ore	,,	2	6	8	+6	+2	0·28	1·08	1·41	+1,13	+33
Jute cloth	Yds.	1,650,525	1,063,000	1,218,000	—432,525	+155,000	29·70	10·99	12·24	—17,46	+1,25
Hides and skins	Tons	68	58	69	+1	+11	15·94	8·35	9·33	—6,61	+98
Indian raw wool	lbs.	50,366	34,000	49,000	—1,366	+15,000	4·42	1·28	2·10	—2,32	+82
Jute bags	No.	522,291	423,000	459,000	—63,291	+36,000	21·89	10·25	11·01	—10,88	+76
Food grains*	Tons	2,510	1,765	1,553	—957	—212	34·79	11·84	12·41	—22,38	+57
Wheat	,,	13	11	10	—3	—1	0·21	0·11	0·10	—11	—1
Barley	,,	6	14	4	—2	—10	0·07	0·09	0·02	—5	—7
Wheat flour	,,	51	6	18	—33	+12	1·07	0·08	0·22	—85	+14
Rice	,,	2,326	1,607	1,410	—916	—197	31·51	10·37	11·03	—20,48	+66
Paraffin wax	,,	66	46	54	—12	+8	3·18	1·92	2·28	—90	+36
Coffee	Cwts.	184	141	216	+32	+75	1·45	0·73	1·02	—43	+29
Cotton manufactures including twist and yarn.	..	..	..	..	..	..	7·19	2·65	2·93	—4,26	+28
Indian cotton piecegoods	Yds.	133,426	57,700	71,200	—62,226	+13,500	4·67	1·77	2·03	—2,64	+26
Cotton twist and yarn]	lbs.	24,570	12,800	9,700	—14,870	—3,100	1·90	0·63	0·47	—1,43	—16
Wood and timber and manufactures thereof.	..	..	..	..	..	..	1·80	1·11	1·35	—45	+24
Raw rubber	lbs.	25,673	24,000	31,000	+5,327	+7,000	1·79	0·66	0·89	—90	+23
Raw hemp	Cwts.	435	437	643	+208	+206	0·68	0·39	0·60	—8	+21
Tobacco	lbs.	27,069	27,377	29,598	+2,529	+2,221	1·06	0·82	0·92	—14	+10
Coir manufactured	Cwts.	630	626	684	+54	+58	1·04	0·80	0·88	—16	+8
Lac (chiefly shellac)	,,	669	586	488	—181	—98	6·97	3·30	1·58	—5,39	—172
Raw cotton	Bales	4,070	3,490	3,396	—674	—94	65·08	34·95	33·77	—31,31	—1,18
Tea	lbs.	376,634	325,000	313,000	—63,634	—12,000	26·01	20·13	19·82	—6,19	—31
Oilseeds	Tons	1,195	875	672	—523	—203	26·46	10·54	10·32	—16,14	—22
Linseed	,,	248	238	164	—84	—74	5·72	3·00	2·19	—3,53	—81
Groundnut	,,	714	511	413	—301	—98	16·39	5·93	6·65	—9,74	+72
Rapeseed	,,	44	37	19	—25	—18	0·92	0·42	0·26	—66	—16
Castor seed	,,	106	69	60	—46	—9	2·15	0·81	0·83	—1,32	+2
Coal	,,	685	309	198	—487	—111	0·72	0·29	0·17	—55	—12
Woollen carpets and rugs	lbs.	4,636	10,093	9,347	+4,711	—746	0·85	0·90	0·81	—4	—9
Opium	Cwts.	4	..	..	—4	..	1·42	0·07	..	—1,42	—7
Fodder, bran and pollards	Tons	250	281	258	+8	—23	1·19	0·77	0·73	—46	—4
Animals	No.	488	168	268	—220	+100	0·37	0·12	0·09	—28	—3

* Increase in value due to high level of prices for rice and wheat flour.

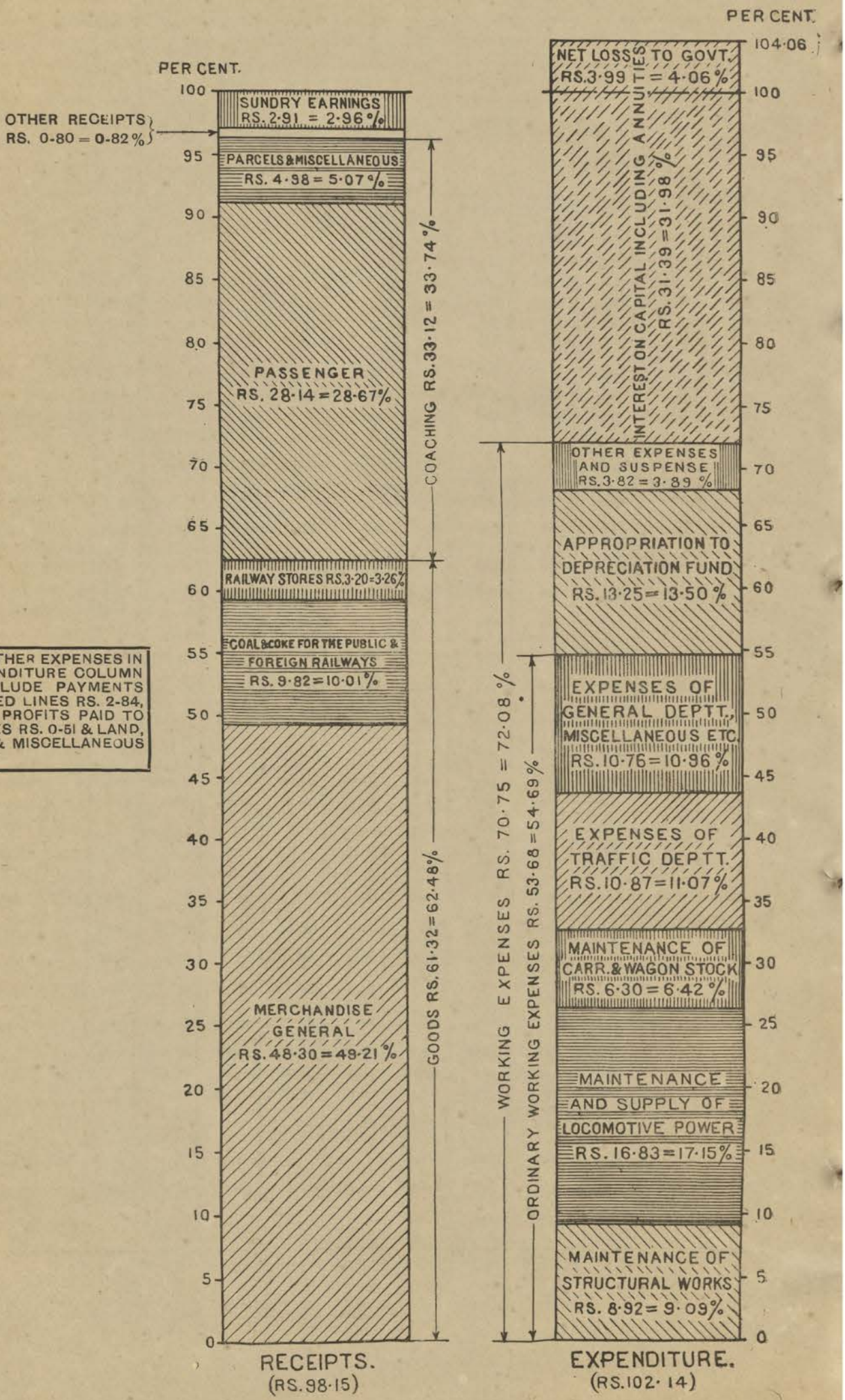
16. *Imports.*—The total value of imports of foreign merchandise into British India during 1935-36 amounted to Rs. 134 crores as compared with Rs. 132 crores in the previous year, an increase of Rs. 2 crores or 1·5 per cent. The principal variations were noticed under the following commodities :—

Commodity.		Quantity (in thousands).					Value.				
		1929-30.	1934-35.	1935-36.	1935-36 compared with 1929-30.	1935-36 compared with 1934-35.	1929-30.	1934-35.	1935-36.	1935-36 compared with 1929-30.	1935-36 compared with 1934-35.
							(Rs. in crores.)	(Rs. in crores.)	(Rs. in crores.)	(Rs. in lakhs.)	(Rs. in lakhs.)
Raw cotton	Tons	24	61	77	+53	+16	3·42	5·28	6·75	+3,33	+1,47
Machinery and millwork	..	..	..	..	..	..	18·22	12·64	13·69	—4,53	+1,05
Jute machinery	..	..	..	..	..	..	1·44	0·54	1·16	—28	+62
Electrical machinery	..	..	..	..	..	..	2·41	1·69	2·05	—36	+36
Boilers	..	..	..	..	..	..	1·09	0·44	0·77	—32	+33
Metals and ores	Tons	1,034	456	534	—500	+78	23·62	11·38	12·04	—11,58	+66
Iron and steel	,,	973	370	449	—524	+79	17·21	6·38	7·22	—9,99	+84
Metals other than iron and steel and manufactures thereof.	,,	55	86	84	+29	—2	6·38	4·99	4·80	—1,58	—19
Coal tar dyes	lbs.	19,136	19,356	20,452	+1,316	+1,096	1·97	2·74	3·04	+1,07	+30
Electrical instruments	..	..	..	..	..	..	3·61	2·81	3·09	—52	+28
Paper and paste-board	Cwts.	2,740	2,935	3,333	+593	+398	3·72	2·73	2·99	—73	+26
Provisions	..	..	..	..	..	..	5·64	2·89	3·12	—2,52	+23
Hardware	..	..	..	..	..	..	5·07	3·06	3·27	—1,80	+21
Chemicals	..	..	..	..	..	..	2·79	2·92	3·12	+33	+20
Wheat	Tons	357	7	13	—344	+6	4·98	0·06	0·10	—4,88	+4
Dried fruit	,,	70	84	88	+18	+4	1·49	0·98	1·00	—49	+2
Rubber manufactures	..	..	..	..	..	..	3·30	2·06	2·07	—1,23	+1
Textile group	..	..	..	..	..	..	72·56	33·50	30·60	—41,96	—2,90
Cotton piecegoods*	yds.	1,919,346	944,000	947,000	—972,346	+3,000	50·25	16·93	15·78	—34,47	—1,15
Cotton twist and yarn	lbs.	43,882	34,000	45,000	+1,118	+11,000	6·00	3·10	3·71	—2,29	+61
Wool and woollen goods	..	..	..	..	..	..	4·28	3·87	2·79	—1,49	—1,08
Artificial silk	..	..	..	..	..	..	4·32	3·59	3·16	—1,16	—43
Silk piecegoods	..	..	..	..	..	..	2·23	1·25	0·90	—1,33	—35
Rice (not in husk)	Tons	6	283	90	+84	—193	0·08	1·88	0·67	+59	—1,21
Soap	Cwts.	448	207	60	—388	—147	1·67	0·63	0·34	—1,33	—29
Sugar	Tons	1,011	223	201	—810	—22	15·78	2·11	1·91	—13,87	—20
Motor vehicles	No.	19	15	14	—5	—1	7·52	4·66	4·49	—3,03	—17
Motor omnibuses	,,	15	10	8	—7	—2					
Mineral oils	Gal.	252,768	201,000	228,000	—24,768	+27,000	11·04	5·97	5·97	—5,07	—10
Kerosene oil	,,	106,457	69,000	66,000	—40,457	—3,000	5·89	2·61	2·22	—3,67	—39
Fuel oil	,,	110,203	111,000	139,000	+28,797	+28,000	2·10	1·93	2·21	+11	+28
Cotton hosiery	..	..	..	..	..	..	1·44	0·58	0·50	—94	—8
Haberdashery and millinery	..	..	..	..	..	..	1·04	0·67	0·59	—45	—8
Boots and shoes	Pairs	6,761	4,256	2,906	—3,855	—1,350	0·88	0·35	0·29	—59	—6
Precious stones and pearls, unset.	..	..	..	..	..	..	1·10	0·50	0·48	—62	—2

* Decrease in value in spite of increase in quantity was due to the lower level of prices.

RECEIPTS AND EXPENDITURE OF STATE OWNED RAILWAYS IN INDIA INCLUDING WORKED LINES, 1935-36.

FIGURES IN CRORES.



NOTE:—OTHER EXPENSES IN THE EXPENDITURE COLUMN ALSO INCLUDE PAYMENTS TO WORKED LINES RS. 2-84, SURPLUS PROFITS PAID TO COMPANIES RS. 0-51 & LAND, SUBSIDY & MISCELLANEOUS RS. 0-59

17. *Balance of trade.*—The visible balance of trade in merchandise and treasure for the year 1935-36 was in favour of India to the extent of Rs. 67 crores as compared with Rs. 76 crores in the preceding year.

II.—*Financial Results of State Railways.*

18. Financial results of working.—For the greater part of 1935-36, railway earnings were steadily less than during the previous year, but in the last 5 or 6 weeks there was a considerable improvement which brought up the total for the year to a slightly higher level than 1934-35. The total traffic receipts in 1935-36 amounted to 90·65 crores as against 90·20 crores in the previous year. The increase of 45 lakhs is largely due to the fact that 1936 was a leap year and there was an extra day in February 1936.

Ordinary working expenses, excluding depreciation, amounted to 50·87 crores or 60 lakhs more than in the previous year. This increase is explained by the withdrawal of the cut in pay from April 1935 which resulted in an addition to working expenses of about 100 lakhs. Apart from this there was a decrease of nearly 40 lakhs in working expenses as compared with the previous year.

A simplified method of calculating the contribution to the depreciation reserve was adopted in 1935-36. According to this, the contribution for any year is 1/60 of the total capital at charge at the end of the previous year. The amount to be set apart for depreciation in 1935-36 under this method was 13¼ crores and happened to be 47 lakhs less than in the previous year. Including depreciation, the total working expenses amounted to 64·12 crores or 13 lakhs higher than in 1934-35.

Miscellaneous transactions resulted in a net addition of 87 lakhs as against 53 lakhs in the previous year. A decrease of 10 lakhs in the surplus profits payable to companies, and an increase of 20 lakhs in the credits to revenue from material released from works of replacement or renewal mostly accounted for this improvement.

The net revenue available for meeting interest charges was 27·40 crores whereas the total interest payable was 31·39 crores. The deficit of 3·99 crores (which is 107 lakhs less than in the previous year) was met by a loan from the Railway Depreciation Reserve Fund.

The appropriation to the depreciation fund was in excess of withdrawals by 4·09 crores. After a withdrawal of 3·99 crores to meet the deficit of the year, the actual balance at the Fund was increased by ten lakhs to 9·60 crores. The nominal balance amounted to 41·19 crores.

The total works expenditure during the year amounted to 11·74 crores, of which 2·58 crores was charged to capital and the balance to the Depreciation Fund. Of the total capital expenditure of 2·58 crores, 29 lakhs was for new construction and 44 lakhs for the purchase of a small line (the Amritsar-Patti-Kasur Railway) which was being worked by the North Western Railway already. Stores balances at the end of the year amounted to 9·40 crores, practically the same as at the end of the previous year.

At the end of 1935-36, the liabilities of railways to be met in subsequent prosperous years amounted to 57½ crores, of which 31½ crores is the amount borrowed from the depreciation fund. The balance of 26 crores represents the contributions due to general revenues but unpaid from 1931-32 to 1935-36. The details are as follows:—

(In crores of rupees.)

	Loans from Depreciation Fund.	Unpaid contributions to general revenues.
1931-32	4·25	5·36
1932-33	10·23	5·23
1933-34	7·96	5·21
1934-35	5·06	5·04
1935-36	**3·99**	**4·99**
Total	31·49	25·83

The following statement gives the financial statistics of Indian State-owned railways from 1924-25 to 1935-36 :—

(Figures in lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
Mileage	*26,985*	*27,090*	*27,664*	*28,086*	*29,111*	*30,378*	*31,197*	*31,640*	*31,642*	*31,644*	*31,636*	31,782
Capital at charge at end of year. (in crores)	635	654	681	714	789	770	783	790	789	787	787	789
Gross traffic receipts	1,00,13	98,94	98,42	1,03,43	1,03,73	1,02,70	95,10	86,63	84,43	86,63	90,20	90,65
Operating expenses	51,65	52,99	52,89	53,06	54,22	55,59	54,39	49,31	49,08	49,50	50,27	50,87
Depreciation Fund	10,35	10,67	10,89	11,38	12,00	12,59	13,07	13,46	13,77	13,56	13,72	13,25
Net Traffic receipts	38,13	35,28	34,64	38,99	37,51	34,52	27,64	23,86	21,58	23,57	26,21	26,53
Net Miscellaneous receipts after deducting miscellaneous charges and surplus profits payable to companies.	—1,07	—1,19	—1,27	—87	—37	—2	—11	1	1,10	1,05	53	87
Net revenue	37,06	34,09	33,37	38,12	37,14	34,50	27,53	23,87	22,68	24,62	26,74	27,40
Interest charges	23,90	24,81	25,87	27,27	29,33	30,46	32,72	33,07	32,91	32,58	31,80	31,39
Surplus	13,16	9,28	7,50	10,85	7,81	4,04	—5,19	—9,20	—10,23	—7,96	—5,06	—3,99
Paid as contribution to general revenues	6,78	5,49	6,01	6,28	5,23	6,12	5,74	..	..	..	..	..
Transferred to railway reserve	6,38	3,79	1,49	4,57	2,58	—2,08	—10,93	—4,95	..	..	..	..
Ratio of working expenses (excluding Depreciation Fund) to Gross Traffic Receipts.	51·6%	53·6%	53·7%	51·3%	52·3%	54·1%	57·2%	56·9%	56·7%	55·8%	54·7%	54·9%
Ratio of working expenses (including Depreciation Fund) to Gross Traffic Receipts.	61·9%	64·3%	64·8%	62·3%	63·8%	66·4%	70·9%	72·5%	73·0%	71·4%	69·9%	69·5%
Ratio of Net Traffic Receipts to capital at charge.	6·0%	5·4%	5·1%	5·5%	5·1%	4·5%	3·5%	3·0%	2·7%	3·0%	3·3%	3·4%

NOTE 1.—Credits for materials released from works not charged to revenue were taken in reduction of operating expenses up to 1931-32. Since then they have been added to receipts and are included in the above table under net miscellaneous receipts. The amounts involved are as follows : in 1932-33 and 1933-34, 119 lakhs, in 1934-35, 90 lakhs and 110 lakhs in 1935-36.

NOTE 2.—For purposes of proper comparison with past years the ratios in the last three lines of the statement with respect to 1932-33, 1933-34, 1934-35 and 1935-36 have been worked out as if the above sums of 119, 119, 90 and 110 lakhs were deducted from operating expenses.

NOTE 3.—Working expenses were reduced in 1930-31 by 166 lakhs by a credit from the Depreciation Fund for correction of past accounting adjustments and in 1924-25 by 179 lakhs by certain abnormal refunds of expenditure in previous years.

Though these statistics show the trend of receipts and expenditure fairly clearly they do not lend themselves directly to close comparison owing to changes of accounting during the period and certain other special features, the more important of which are mentioned below :—

(*a*) In the years prior to 1932-33, credits on account of material released from works whether in the nature of repairs or renewals or replacements were taken as reducing the working expenses but since that year only credits in connection with repairs and maintenance operations are so taken. For comparison with earlier years, the following sums should be deducted from the working expenses of the years 1932-33 and thereafter :—

(In lakhs of rupees.)

1932-33	119
1933-34	119
1934-35	90
1935-36	110

(*b*) In 1924-25, working expenses were reduced by a refund of customs duty paid in earlier years on stores imported for Company-managed railways amounting to 141 lakhs and by a transfer from reserves of 38 lakhs representing the cost of writing down stores. A sum of 179 lakhs should be added to the working expenses of that year.

(*c*) In 1930-31, working expenses were reduced by 166 lakhs by a credit from the depreciation fund for correction of past erroneous adjustments.

(*d*) the emergency deductions made from the pay of the staff reduced the working expenses in certain years, namely :—

(In lakhs of rupees.)

1931-32	44
1932-33	1,91
1933-34	1,14
1934-35	1,00
1935-36	8

Making allowance for these factors, the comparable figures of traffic receipts and working expenses from 1924-25 are as follows :—

(In crores of rupees.)

Year.	Traffic Receipts.	Ordinary working expenses including cut in pay.	Ordinary working expenses excluding cut in pay.
1924-25	100·13	53·44	53·44
1925-26	98·94	52·99	52·99
1926-27	98·42	52·89	52·89
1927-28	103·43	53·06	53·06
1928-29	103·73	54·22	54·22
1929-30	102·70	55·59	55·59
1930-31	95·10	56·05	56·05
1931-32	86·63	49·31	49·75
1932-33	84·43	47·89	49·80
1933-34	86·63	48·31	49·45
1934-35	90·20	49·37	50·37
1935-36	**90·65**	**49·77**	**49·85**

The figures show that the steady improvement that started in 1933-34 was still continuing in 1935-36 though at a less rapid rate. The statement below gives the net revenue and the interest charges as an average of the capital at charge by the end of the year :—

(In lakhs of rupees.)

Year.	Net revenue.	Percentage of net revenue to capital at charge.	Interest charges.	Percentage of interest charges to capital at charge.	Surplus or Deficit.
1924-25	37,06	5·8	23,90	3·8	13,16
1925-26	34,09	5·2	24,81	3·8	9,28
1926-27	33,37	4·9	25,87	3·8	7,50
1927-28	38,12	5·3	27,27	3·8	10,85
1928-29	37,14	5·0	29,33	4·0	7,81
1929-30	34,50	4·5	30,46	4·0	4,04
1930-31	27,53	3·5	32,72	4·2	—5,19
1931-32	23,87	3·0	33,07	4·2	—9,20
1932-33	22,68	2·9	32,91	4·2	—10,23
1933-34	24,62	3·1	32,58	4·1	—7,96
1934-35	26,74	3·4	31,80	4·0	—5,06
1935-36	**27,40**	**3·5**	**31,39**	**4·0**	**—3,99**

The operating ratio of all State-owned railways, *i.e.*, the ratio of working expenses to gross traffic receipts amounted to practically the same as in the previous year, namely 55 per cent. excluding depreciation and 70 per cent. including depreciation. In the table below, the ratios of earlier years are given for purposes of comparison :—

Year.	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52·5	63·5
1929-30	54	66
1930-31	59	73
1931-32	57	73
1932-33	57	73
1933-34	56	71
1934-35	55	70
1935-36	**55**	**70**

For purposes of comparison certain statistics available for some foreign railways are given below.

The gross receipts of the 4 amalgamated British railways in 1935 amounted to £175 million, an increase of £3 million (less than 2 per cent.) over the previous year, but £32½ million (16 per cent.) less than in 1929. Their working expenses amounted to £144 million or £1 million more than in the previous year and £24 million (14 per cent.) less than in 1929. The operating ratio was 82·65 per cent. as against 83 per cent. in the previous year and 81 per cent. in 1929.

The Canadian Pacific Railway earned 130 million dollars in 1935, 5 million dollars (4 per cent.) more than in the previous year, and 80 million dollars (38 per cent.) less than in 1929. Their working expenses were 107 million dollars—6 million dollars (6 per cent.) more than in 1934 and 60 million dollars (36 per cent.) less than in 1929. The operating ratio, which was 79½ per cent. in 1929 and 80½ per cent. in 1934, stood at 82¾ per cent. in 1935.

The Canadian National Railways realised 173 million dollars in 1935, 8 million dollars (5 per cent.) more than in 1934 and 95 million dollars (35 per cent.) less than in 1929. Their working expenses rose to 159 million dollars, which was higher by 7 million dollars (4·6 per cent.) than in 1934 but 62 million dollars (28 per cent.) below that of 1929. The operating ratio of 92 per cent. is the same as in the previous year but 9½ per cent. higher than in 1929.

The receipts of the principal railways of the United States were 3,450 million dollars in 1935, which was about 6 per cent. more than in 1934, but 35 per cent. less than in 1930. The working expenses, which were 2,591 dollars, were 6 per cent. more than in the previous year but 34 per cent. less than in 1930. The operating ratio in 1935 was 75·11 per cent. against 75 per cent. in 1934 and 74·4 per cent. in 1930.

The gross receipts of the German State Railways for 1935 were Reichmarks 3,586 million, which showed an increase of Reichmarks 260 million (8 per cent.) over the previous year and of Reichmarks 666 million (23 per cent.) as compared with 1933. Their working expenses came to Reichmarks

3,434 million or Reichmarks 132 million (4 per cent.) more than in the previous year and Reichmarks 377 million (12 per cent.) than in 1933. The operating ratio was 95·75 per cent. against 99·28 per cent. in 1934 and 104·66 per cent. in 1933.

19. *Traffic Receipts.*—The following table compares the traffic receipts in detail with the previous years :—

(Crores of rupees.)

——	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
Passenger earnings . . .	35·34	35·75	31·68	28·96	28·94	27·65	27·92	28·08
Other coaching earnings . .	6·17	5·81	5·40	5·27	5·03	4·92	4·92	5·05
Goods earnings	67·78	65·25	60·69	55·41	53·76	58·20	61·05	61·43
Sundry earnings	2·11	2·21	1·97	1·82	1·63	1·59	1·62	1·83
Suspense	—·25	·30	·46	·35	·04	—·49	·09	—·23
TOTAL .	111·15	109·32	100·20	91·81	89·40	91·87	95·60	96·16
Less—								
Refunds	·15	·15	·11	·11	·11	·11	·12	·14
Earnings of worked lines .	7·27	6·47	4·99	5·07	4·86	5·13	5·28	5·37
NET .	103·73	102·70	95·10	86·63	84·43	86·63	90·20	90·65

There has been an improvement as compared with the previous year under all the various items included in earnings. Goods earnings are better than during any year since 1930-1931 when the depression started. On the other hand the improvement in passenger earnings is very slow indeed.

The statement below gives the details of passenger earnings on all Class I Railways from 1929-30 onwards. Figures are not available separately for State-owned railways alone, but the figures for Class I Railways can be taken as sufficiently representative though the figures show a slight and steady improvement in the two years 1934-35 and 1935-36, the improvement is infinitesimal.

Passenger earnings for Class I Railways.

(In lakhs of rupees.)

Classes.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
First class	1,02	92	82	77	75	76	77
Second class	1,77	1,65	1,49	1,43	1,37	1,37	1,41
Inter class	1,56	1,39	1,21	1,13	1,10	1,10	1,10
Third class	32,46	28,72	26,35	26,50	25,29	25,53	25,67
TOTAL .	36,81	32,68	29,87	29,83	28,51	28,76	28,95

The statement below gives details of the various commodities which have contributed to the goods earnings of all Class I railways and compares them with similar figures for the past few years.

(Figures in lakhs.)

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Cotton, raw	4,50	3,99	2,42	2,77	3,58	3,42	**3,76**
2. Cotton manufactured	2,41	2,32	2,34	2,42	2,38	2,45	**2,52**
3. Coal for public	6,75	6,19	5,98	5,93	6,54	7,09	**6,93**
4. Coal for foreign railways and home line construction.	2,77	2,63	2,15	2,24	2,28	2,49	**2,45**
5. Metallic ores	1,47	93	58	45	64	95	**1,30**
6. Rice	4,17	3,67	3,71	3,45	3,89	4,19	**3,78**
7. Wheat	2,03	2,69	2,16	1,84	1,85	2,10	**2,12**
8. Gram, pulse and other grains	3,53	3,42	3,58	3,09	2,91	3,36	**3,08**
9. Iron and steel	2,46	2,07	1,81	2,00	2,21	2,34	**2,57**
10. Kerosene	1,69	1,50	1,62	1,38	1,46	1,52	**1,49**
11. Jute	1,47	1,36	99	1,12	1,29	1,24	**95**
12. Oil seeds	3,95	4,01	3,52	2,88	3,64	2,99	**2,78**
13. Sugar	2,03	2,03	1,51	1,30	1,67	1,57	**1,59**
14. Gur, jagree and molasses	94	98	1,27	1,39	1,21	1,21	**1,28**

The most noticeable improvements in 1935-36 are in cotton raw and pressed (34 lakhs), in metallic ores (35 lakhs) and iron and steel (23 lakhs). The most serious decreases are in coal where there is a fall of 20 lakhs due mainly to the reduction in surcharge which was given effect to from the 1st April 1935, in rice (41 lakhs) where there had been heavy imports of Burma rice in the previous year, and in oil seeds (21 lakhs) owing to restricted cultivation due to fall in prices.

The statement below compares the receipts of individual railways in 1935-36 with the previous years :—

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	2,05	1,96	1,84	1,56	1,60	1,80	**1,60**
Bengal Nagpur	9,31	8,17	7,24	6,91	7,39	7,94	**8,64**
Bombay, Baroda and Central India	11,52	10,90	10,30	10,17	10,61	11,06	**11,08**
Burma	4,87	4,28	3,74	3,33	3,57	3,72	**3,61**
Eastern Bengal	6,73	5,86	5,05	4,91	5,07	5,42	**5,26**
East Indian	19,85	18,24	17,36	17,27	17,63	18,71	**18,62**
Great Indian Peninsula	14,58	13,33	11,92	11,94	12,21	12,17	**12,40**
Madras and Southern Mahratta	8,98	7,98	7,15	6,66	6,84	6,72	**6,55**
North Western (Commercial)	14,39	14,98	13,34	12,74	13,23	13,87	**14,16**
North Western (Strategic)	1,59	1,48	1,31	1,23	1,23	1,23	**1,26**
South Indian	6,33	5,80	5,30	5,51	5,14	5,25	**5,00**
Other Railways	2,50	2,12	2,08	2,20	2,11	2,31	**2,47**

The largest improvement is on the Bengal Nagpur Railway where goods earnings have passed even the earnings of 1929-30. The increase of 70 lakhs is due in large part to a sensational increase in manganese exports but there has begun a general revival in traffic due to an expansion of the iron industry, manifested in increased earnings from iron ore, limestone and iron and steel wrought, as well as in rice. Of the other railways which have done better, the Great Indian Peninsula and the North Western Railways with an increase of about a quarter of a crore each are the most important. On the other hand a few railways showed a marked deterioration. There was a fall of 20 lakhs on the Assam Bengal Railway as compared with the previous year when it had a heavy traffic in Burma rice; on the Eastern Bengal Railway of 17 lakhs mainly owing to the fall in the jute traffic; on the Madras and Southern Mahratta Railway of 17 lakhs as a result of the loss of groundnut traffic; and on the South Indian Railway of 25 lakhs mainly in passenger earnings as a result of bus competition and the economic depression resulting *inter alia* in a fall in labour traffic to Ceylon and elsewhere.

20. *Ordinary Working Expenses.*—A comparison of working expenses (excluding depreciation) of all railways by Abstracts is given below. It will be seen that the only considerable increase was in the maintenance of carriage and wagon stock:—

(In lakhs of rupees.)

Abstracts.	1933-34.	1934-35.	1935-36.
Maintenance of Structural Works	8,78	9,05	**8,94**
Maintenance and supply of Locomotive Power	16,89	17,13	**16,82**
Maintenance of Carriage and Wagon stock	5,79	6,08	**6,32**
Maintenance of ferry steamers and harbours	31	32	**29**
Expenses of Traffic Department	10,79	10,92	**10,86**
Expenses of General Department	4,85	4,89	**4,88**
Miscellaneous Expenses	4,51	4,40	**4,38**
Electric Service Department	1,20	1,22	**1,18**
Suspense	—1	—8	**—4**
Emergency deductions from pay	—1,14	—1,00	**—8**
TOTAL	51,97	52,93	**53,55**
Deduct—Recoveries from worked lines	2,60	2,66	**2,68**
Net Total for State-owned Railways	49,37	50,27	**50,87**

A comparison of the working expenses (excluding depreciation) of each railway with the previous years will be found below:—

(Figures in lakhs.)

——	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	**Rs.**
Assam Bengal	1,13	1,12	1,09	1,02	1,07	1,16	**1,12**
Bengal Nagpur	5,51	5,36	4,83	4,77	4,82	5,06	**5,42**
Bombay, Baroda and Central India	6,07	6,14	5,47	5,38	5,26	5,44	**5,33**
Burma	2,57	2,61	2,33	2,04	2,18	2,25	**2,25**
Eastern Bengal	3,84	3,74	3,29	3,16	3,33	3,41	**3,62**
East Indian	10,21	9,95	9,02	8,88	8,78	9,19	**9,24**
Great Indian Peninsula	8,37	8,57	7,13	7,06	6,99	6,78	**6,76**
Madras and Southern Mahratta	3,95	3,88	3,33	3,24	3,30	3,40	**3,41**
North Western (Commercial)	8,47	9,03	7,74	7,23	7,57	7,61	**7,50**
North Western (Strategic)	1,68	1,76	1,38	1,42	1,39	1,43	**1,42**
South Indian	2,79	2,87	2,63	2,76	2,67	2,73	**2,74**
Other Railways	1,00	1,02	98	92	95	1,06	**1,12**

The expenditure on every railway has been increased to a greater or smaller extent by the withdrawal of the cut in pay from April 1935; but on some railways, this has been more than compensated by savings in other directions. The largest net increase is on the Bengal Nagpur Railway and is equivalent to half the increase in its traffic receipts. Both on the Bengal Nagpur Railway and on the Eastern Bengal Railway which shows the next largest increase, there has been heavy expenditure on repairs during the year.

21. *Losses and gains.*—The statement below gives the net gain or loss of the various railways for every year from 1924-25 to 1935-36. For the purpose of calculating these gains or losses, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses including the appropriation to the Depreciation Fund and not the actual expenditure on renewals and replacements which are taken into account in the Companies own accounts.

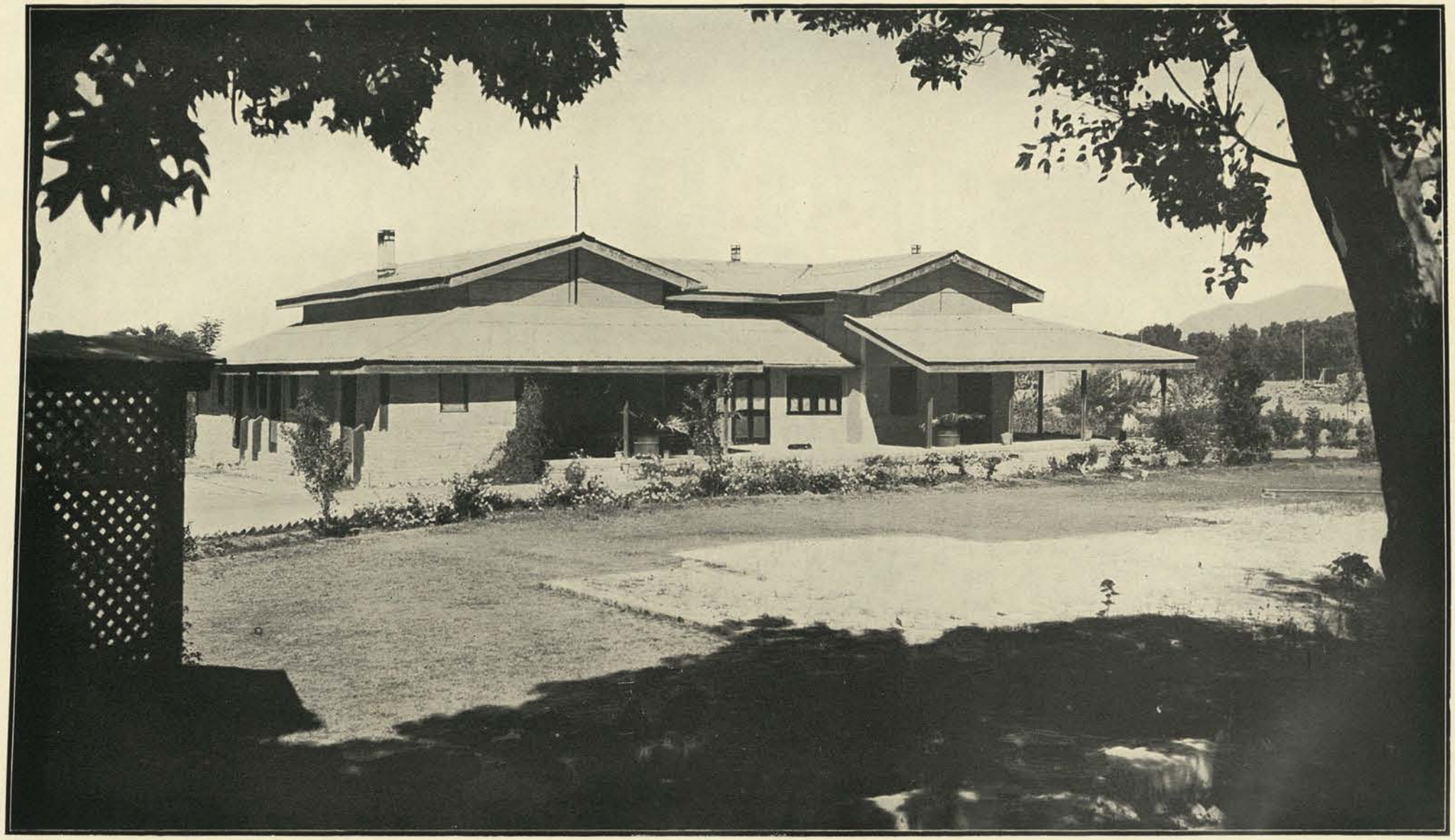
(In lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	TOTAL.
State-managed railways.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Burma	42	81	24	61	4	4	—44	—74	—75	—71	—56	—69	—1,73
Eastern Bengal	16	10	70	80	54	16	—80	—1,23	—1,28	—1,25	—93	—1,18	—4,21
East Indian	2,89	2,80	2,67	3,19	2,44	1,61	—18	—24	—13	37	1,14	1,04	17,60
Great Indian Peninsula	2,42	47	71	1,41	1,08	8	—1,72	—1,78	—1,68	—1,24	—1,04	—67	—1,96
North Western (Commercial)	2,87	1,76	1,21	1,23	9	—64	—1,16	—1,58	—1,78	—1,36	—70	25	19
North Western (Strategic)	—1,59	—1,47	—1,65	—1,68	—1,74	—1,90	—2,18	—1,99	—2,09	—2,03	—2,03	—2,10	—22,45
Company-managed railways.													
Assam Bengal	—31	—13	—11	4	—6	—24	—39	—52	—74	—73	—60	—84	—4,63
Bengal Nagpur	—12	—47	—40	—20	—47	—66	—1,99	—2,48	—2,80	—2,27	—1,86	—1,38	—15,10
Bombay, Baroda and Central India.	2,92	2,20	1,42	1,58	1,64	1,25	43	45	41	99	1,28	1,56	16,13
Madras and Southern Mahratta	1,11	85	63	1,04	1,38	89	1	14	—27	—4	—26	—38	5,10
South Indian	97	1,13	1,20	1,25	81	1,19	31	1	6	—21	—10	—32	6,30
Lucknow Bareilly	9	9	4	10	6	5	6	4	5	5	8	8	79
Tirhoot	62	60	68	56	66	68	24	29	34	25	32	35	5,59

The only railways which show a profit during 1935-36 are Bombay, Baroda and Central India ($1\frac{1}{2}$ crores), the East Indian (1 crore), the Bengal and North-Western Railway (Tirhoot) ($\frac{1}{3}$ crore) and the Commercial Section of the North Western ($\frac{1}{4}$ crore). Though small in magnitude the last is really the most remarkable as this is the first year for many years in which it has made a profit.

It is interesting to notice that during the 12 years of which the first half were years of prosperity, the State has received large profits from 5 railways: $17\frac{1}{2}$ crores from the East Indian, 16 crores from the Bombay, Baroda and Central India, 5 crores from the Madras and Southern Mahratta, $6\frac{1}{3}$ crores from the South Indian Railway, and $5\frac{1}{2}$ crores from the Tirhut Railway. In addition, it has obtained nearly a crore from the minor railways (Lucknow-Bareilly and Jodhpur Railways). On the other hand, it has had to bear large losses on six railways. The largest is $22\frac{1}{2}$ crores on the strategic section of the North Western Railway and the next largest 15 crores on the Bengal Nagpur. The Assam Bengal Railway is responsible for $4\frac{1}{2}$ crores. None of these three railways have produced a profit in any of these years. The Eastern Bengal, the Great Indian Peninsula and the Burma Railways showed a profit in the first six years, but taking the 12 year period as a whole, the result is a loss of $4\frac{1}{4}$, 2 and $1\frac{3}{4}$ crores respectively. By its recovery in the current year, the commercial section of the North Western Railway managed to have a small profit for the period as a whole.

22. *Capital at charge.*—The statement below shows how the capital at charge on all railways in which the State has financial interest has been



Earthquake-proof Building at Quetta after the earthquake on 31st May 1935.

growing. For purposes of comparison sterling liabilities included in the capital at charge have been converted into rupees at the statutory rate of exchange :—

	(Crores of rupees.) Capital at charge at the end of the year.		(Crores of rupees.) Capital at charge at the end of the year.
1923-24	621	1930-31	783
1924-25	635	1931-32	790
1925-26	654	1932-33	789
1926-27	681	1933-34	787
1927-28	714	1934-35	787
1928-29	739	1935-36	789
1929-30	770		

It will be noticed that the capital at charge has increased in 12 years by 168 crores, but the increase has not been uniform. During the first six prosperous years, the average increase was 25 crores per annum. During the next six years, it is barely 3 crores per annum.

Though the total increase in the capital at charge is 168 crores, the real expenditure during these 12 years is 181 crores since stores balances have been reduced by 13 crores in the period. Of this total, the construction of new lines accounts for 48 crores. 12 crores is due to the acquisition of lines already in existence, but owned by private companies, the most important of which are the Delhi-Ambala-Kalka, Amritsar-Patti-Kasur and the Southern Punjab Railways. The balance of 121 crores represents the expenditure charged to capital on additions to and improvements of the open line such as rebuilding of bridges, relaying of track, improvement of traffic facilities, *e.g.*, expansion of station yards, purchasing of improved rolling stock, reconstruction and modernising of workshops and so on. At the same time 108 crores have been spent from the depreciation fund during the period for the improvement of the open line.

23. *Works Expenditure.*—The statement below gives the total expenditure on works year by year from 1924-25 and shows separately the expenditure on new constructions, open line works, and amounts spent on the purchase of railways.

(In lakhs of rupees.)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation Fund.	Total works expenditure.
1924-25	3,12	10,26	..	13,38	7,29	20,67
1925-26	4,32	15,31	..	19,63	7,98	27,61
1926-27	6,77	16,13	4,33	27,23	8,05	35,28
1927-28	10,26	22,19	3	32,48	10,95	43,43
1928-29	9,26	15,79	4,30	29,35	9,60	38,95
1929-30	6,65	16,47	7,06	30,18	11,76	41,94
1930-31	4,25	8,95	1	13,21	11,39*	24,60*
1931-32	2,79	3,90	..	6,69	8,26	14,95
1932-33	57	—50	..	7	6,35	6,42
1933-34	22	—2,28	..	—2,06	8,08	6,02
1934-35	18	27	—20	25	8,66	8,91
1935-36	**29**	**1,85**	**44**	**2,58**	**9,16**	**11,74**
TOTAL	48,68	108,34	15,97	172,99	107,53	280,52

* Includes a debit of 166 lakhs for correction of past erroneous adjustments.

The expenditure on new construction includes expenditure on completion of the Jhudo-Pithoro Railway in Sind and the Agastiyampalli-Point Calimere Railway in Southern India and on the starting of the Meghna Bridge on the Assam Bengal Railway. An amount of 44 lakhs has been spent on the purchase of the Amritsar-Patti-Kasur Railway. The total expenditure on open line works was about 11 crores and was higher than the expenditure during the last three years. Of the total $3\frac{3}{4}$ crores was on rolling stock, 4 crores on renewal of track, and $3\frac{1}{4}$ crores on general engineering works including about half a crore on account of expenditure on earthquake damages and Hardinge bridge protection works.

24. *Stores Balances.*—The total stores balance at the end of 1935-36 was practically the same as during the previous year and 7½ crores lower than six years ago.

The table below gives the figures for a number of years :—

—	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal . . .	25	32	18	12	9	13	13	15	18	22	21	15	14	13	14
Bengal Nagpur . . .	1,40	1,62	1,48	1,50	1,28	1,17	1,08	1,33	1,36	1,21	1,07	1,02	97	1,01	1,06
Bombay, Baroda and Central India.	2,77	2,72	2,33	1,77	1,63	1,46	1,67	1,62	1,61	1,65	1,46	1,30	1,09	1,02	93
Burma	67	85	99	85	75	45	59	61	55	53	51	43	40	42	40
Eastern Bengal . . .	2,52	1,76	1,58	1,22	1,12	84	84	80	77	76	69	55	40	43	57
East Indian (including Oudh and Rohilkund).	3,92	4,39	4,11	3,14	2,81	2,48	2,99	3,15	3,04	2,48	2,27	2,09	1,60	1,38	1,44
Great Indian Peninsula .	4,66	3,88	3,98	2,90	2,39	2,23	2,53	2,42	2,62	2,52	2,18	1,80	1,51	1,27	1,17
Madras and Southern Mahratta	1,51	1,66	1,51	1,03	84	77	94	83	83	79	76	72	53	50	50
North Western (Commercial)	3,94	3,93	3,80	2,73	2,44	2,86	3,92	3,70	3,48	2,60	2,27	1,85	1,66	1,46	1,52
North Western (Strategic) .	58	58	72	63	83	84	92	90	92	94	91	1,02	93	82	75
South Indian . . .	1,14	1,39	99	77	1,13	1,07	1,24	1,14	1,06	94	80	70	56	47	48
Other Railways . . .	31	41	42	43	37	39	47	44	53	57	52	47	43	43	44
TOTAL .	23,67	23,51	22,09	17,09	15,68	14,69	17,32	17,09	16,95	15,21	13,65	12,10	10,22	9,34	9,40

25. *Depreciation Fund.*—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on replacements and renewals actually carried out on those railways during 1935-36 are given in the statement below :—

Account of Depreciation Fund for 1935-36

(Figures in lakhs.)

Railways.	Opening Balance.	Credits to Depreciation Fund in 1935-36.	Amount spent on Replacements and Renewals, etc., and charged to Depreciation Fund in 1935-36.	Closing Balance.
1	2	3	4	5
State Lines managed by State.	Rs.	Rs.	Rs.	Rs.
North Western	9,24	2,45	1,95	9,74
Eastern Bengal	2,77	85	1,27	2,35
East Indian (including Tatanagar workshops).	5,94	2,41	1,85	6,50
Great Indian Peninsula . . .	4,94	2,02	1,13	5,83
Burma	1,02	58	27	1,33
State Lines managed by Companies.				
Bengal Nagpur	4,23	1,29	57	4,95
Bombay, Baroda and Central India .	3,49	1,27	80	3,96
Madras and Southern Mahratta .	1,52	92	57	1,87
South Indian	1,32	76	42	1,66
Other Railways and Miscellaneous .	2,63	71	34	3,00
TOTAL .	37,10	13,26	9,17	41,19
Withdrawal from Depreciation Fund to meet the loss on the working of Railways	—27,51	..	3,99	—31,50
Loans to Branch Line Companies .	—9	..	..	—9
Net .	9,50	13,26	13,16	9,60

26. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway :—

(Figures in thousands of rupees.)

Railways.	Year.	(*b*) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by State.													
North Western	1933-34	1,47,87,12	..	1,47,87,12	14,63,88	11,85,48	..	2,78,40	1·9	..	6,17,73	..	3,39,33
	1934-35	1,46,84,32	..	1,46,84,32	15,90,81	12,33,70	28,81	3,28,30	2·2	..	6,01,27	..	2,72,97
	1935-36	**1,46,92,92**	..	**1,46,92,92**	**16,35,12**	**11,99,28**	**29,82**	**4,06,02**	**2·8**	..	**5,91,27**	..	**1,85,25**
Eastern Bengal	1933-34	50,98,88	..	50,98,88	5,09,60	4,32,92	..	76,68	1·5	..	2,01,77	..	1,25,09
	1934-35	51,10,05	..	51,10,05	5,59,27	4,46,95	7,72	1,04,60	2·0	..	1,97,87	..	93,27
	1935-36	**51,59,89**	..	**51,59,89**	**5,43,89**	**4,56,56**	**8,45**	**78,88**	**1·5**	..	**1,96,92**	..	**1,18,04**
East Indian	1933-34	1,43,85,63	1,12,14	1,42,73,49	18,06,93	11,60,94	..	6,45,99	4·5	..	6,08,69	37,30	..
	1934-35	1,44,50,72	1,12,14	1,43,38,58	18,93,70	11,75,26	7,83	7,10,61	4·9	..	5,96,66	1,13,95	..
	1935-36	**1,47,26,41**	**1,12,14**	**1,46,14,27**	**18,86,33**	**11,80,64**	**7,74**	**6,97,95**	**4·7**	..	**5,94,39**	**1,03,56**	..
Great Indian Peninsula	1933-34	1,21,72,88	..	1,21,72,88	12,35,42	9,07,06	..	3,28,36	2·7	..	4,52,50	..	1,24,14
	1934-35	1,21,31,12	..	1,21,31,12	12,77,85	9,16,55	25,59	3,35,71	2·8	..	4,39,92	..	1,04,21
	1935-36	**1,15,03,02**	..	**1,15,03,02**	**13,09,86**	**9,19,39**	**28,28**	**3,62,19**	**3·1**	..	**4,29,13**	..	**66,94**
Burma	1933-34	35,19,96	..	35,19,96	3,66,22	2,82,29	..	83,93	2·4	..	1,54,53	..	70,60
	1934-35	35,02,69	..	35,02,69	3,78,20	2,83,71	..	94,49	2·7	..	1,50,22	..	55,73
	1935-36	**34,91,32**	..	**34,91,32**	**3,62,33**	**2,84,08**	..	78,25	**2·2**	..	**1,46,72**	..	**68,47**
State Lines managed by Companies.													
Bengal Nagpur	1933-34	77,13,70	10,12,20	67,01,50	7,51,31	6,32,33	..	1,18,98	1·5	..	3,45,93	..	2,26,95
	1934-35	77,45,42	10,12,20	67,33,22	8,07,80	6,56,87	1,29	1,49,64	1·9	..	3,35,69	..	1,86,05
	1935-36	**77,75,05**	**10,12,20**	**67,62,85**	**8,76,09**	**6,82,01**	**1,67**	**1,92,41**	**2·5**	..	**3,30,80**	..	**1,38,39**

(Figures in thousands of rupees.)

Railways.	Year.	(b) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payment to worked lines.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS.		Gain.	Loss.
										Payment on account of share of Surplus Profits.	Interest, Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
State Lines managed by Companies—concld.													
Bombay, Baroda and Central India	1933-34	75,75,05	5,50,85†	70,24,20	10,65,13	6,68,37	..	3,96,76	5·2	13,64‡	2,85,24	97,88	..
	1934-35	75,95,88	5,49,00	70,46,88	11,78,93	7,27,01	27,93	4,23,99	5·6	15,61‡	2,80,51	1,27,87	..
	1935-36	**73,74,05**	**5,49,00**	**68,25,05**	**11,85,51**	**7,07,10**	**29,81**	**4,48,60**	**6·1**	**14,79‡**	**2,78,22**	**1,55,59**	..
Madras and Southern Mahratta	1933-34	55,06,92	10,68,25	44,38,67	6,93,31	4,24,48	..	2,68,83	4·9	31,45	2,36,74	64	..
	1934-35	55,20,23	10,68,25	44,51,98	7,48,93	4,73,97	29,79	2,45,17	4·4	36,31	2,32,13	..	23,27
	1935-36	**53,26,73**	**10,68,25**	**42,58,48**	**7,30,45**	**4,81,50**	**27,34**	**2,21,61**	**4·2**	**26,77**	**2,29,01**	..	**34,17**
South Indian	1933-34	44,92,94	6,35,81‖	38,57,13	5,16,93	3,48,04	..	1,68,89	3·8	7,26‡	1,82,41	..	20,78
	1934-35	45,25,00	6,35,81‖	38,89,19	5,50,82	3,67,79	8,97	1,74,06	3·8	6,22‡	1,77,47	..	9,63
	1935-36	**45,46,66**	**6,35,81‖**	**39,10,85**	**5,28,42**	**3,70,76**	**7,11**	**1,50,55**	**3·3**	**6,62‡**	**1,75,55**	..	**31,62**
Other railways	1933-34	42,53,19	6,33,04	36,20,15	3,72,75	2,60,65	..	1,12,10	2·6	4,30	1,72,43	..	64,63
	1934-35	42,64,12	5,89,46	36,74,66	6,52,22	3,80,31	1,39,06	1,32,85	3·1	2,98	1,68,32	..	38,45
	1935-36	**43,05,98**	**5,20,91**	**37,85,07**	**6,53,58**	**3,95,58**	**1,44,45**	**1,13,55**	**2·6**	**2,77**	**1,66,99**	..	**56,21**
Suspense	1933-34	..	..	..	..	..	..	..	..	..	..	..	..
	1934-35	..	..	..	..	4	..	—4	..	..	..	..	4
	1935-36	..	..	..	..	**—6**	..	**6**	..	..	..	**6**	..

Adjustments :—													
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance.	1933-34	..	..	..	..	3,10	..	—3,10	..	..	..	..	3,10
	1934-35	..	..	..	..	3,16	..	—3,16	..	..	..	..	3,16
	1935-36	..	..	..	..	**3,43**	..	**—3,43**	..	..	..	..	**3,43**
2. Write-back of Renewal and Replacement Expenditure of the Company's Sections of the Bengal and North-Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30.	..	..	..	..	..	..	..	..	..	..	..	..	..
Interest on Depreciation and Reserve Fund balances.	1933-34	..	..	..	57,21	..	..	57,21	..	..	..	57,21	..
	1934-35	..	..	..	48,15	..	..	48,15	..	..	..	48,15	..
	1935-36	..	..	..	**47,97**	..	..	**47,97**	..	..	..	**47,97**	..
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1933-34	..	..	..	..	..	..	..	..	..	..	..	14,74*
	1934-35	..	..	..	..	..	..	..	..	..	..	..	9,44*
	1935-36	..	..	..	..	..	..	..	..	..	..	..	**4,06***
Total (Central)	1933-34	7,95,06,27	40,12,29	7,54,93,98	88,38,69	63,05,66	..	25,33,03	3·2	56,65	32,57,97	..	7,96,33
	1934-35	7,95,29,55	39,66,86	7,55,62,69	96,86,68	66,65,32	2,76,99	27,44,37	3·5	61,12	31,80,06	..	5,06,25
	1935-36	**7,89,02,03**	**38,98,31**	**7,50,03,72**	**97,59,55**	**66,80,27**	**2,84,67**	**27,94,61**	**3·5**	**50,95**	**31,39,00**	..	**3,99,40**
Provincial Railways	1933-34	14,61	..	14,61	(*a*)1,57	..	..	1,57	..	..	46	1,11	..
	1934-35	14,61	..	14,61	(*a*)1,14	..	..	1,14	..	..	51	63	..
	1935-36	**14,61**	..	**14,61**	(*a*)**1,23**	..	..	..	..	..	**51**	**72**	..
Grand Total (Central and Provincial) . .	1933-34	7,95,20,88	40,12,29	7,55,08,59	88,40,26	63,05,66	..	25,34,60	3·2	56,65	32,58,43	..	7,95,22
	1934-35	7,95,44,16	39,66,86	7,55,77,30	96,87,82	66,65,32	2,76,99	27,45,51	3·5	61,12	31,80,57	..	5,05,62
	1935-36	**7,89,16,64**	**38,98,31**	**7,50,18,33**	**97,60,78**	**66,80,27**	**2,84,67**	**27,95,84**	**3·5**	**50,95**	**31,39,51**	..	**3,98,68**
North Western (Commercial)	1933-34	1,13,63,56	..	1,13,63,56	13,37,69	10,00,46	..	3,37,23	3·0	..	4,73,57	..	1,36,34
	1934-35	1,12,77,78	..	1,22,77,78	14,64,11	10,43,91	28,81	3,91,39	3·5	..	4,61,04	..	69,65
	1935-36	**1,12,92,24**	..	**1,12,92,24**	**15,00,43**	**9,92,46**	**29,82**	**4,78,15**	**4·2**	..	**4,53,75**	**24,40**	..
Non-Commercial (Strategic) (North Western and Aden Railways).	1933-34	34,23,56	..	34,23,56	1,26,20	1,85,03	..	—58,83	—1·7	..	1,44,16	..	2,02,99
	1934-35	34,06,54	..	34,06,54	1,26,70	1,89,79	..	—63,09	—1·9	..	1,40,23	..	2,03,32
	1935-36	**34,00,68**	..	**34,00,68**	**1,34,69**	(*c*)**2,08,88**	..	(*c*)**—74,19**	**—2·2**	..	**1,37,52**	..	**2,11,71**

† Includes Capital provided by the Palanpur Durbar.

‡ Includes payments to Durbars—

	1933-34.	1934-35.	1935-36.
Jaipur Durbar	6,68	6,72	6,70
Palanpur Durbar	20	10	..
Travancore Durbar	17	69	..
* Includes recoveries from Travancore Durbar .	70	10	38

|| Includes capital expenditure on Tinnevelly Quilon (Indian State Section).

(*a*) Represent figures on account of subsidized Companies.

(*b*) Figures of Capital at charge at end of 1933-34 and 1934-35 include sterling liabilities involved in the purchase of Railways converted at the average rate of the year in which the liabilities were originally incurred and those at end of 1935-36 at 1*s.* 6*d.* to the rupee.

(*c*) Includes Aden Railway :—

Column 7 2,06

„ 9 . . . . . —2,06

NOTE.—The receipts and working expenses for 1934-35 and 1935-36 in columns 6 and 7 include the figures of worked lines.

III.—*General results of working of all Indian Railways.*

27. Traffic and mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below :—

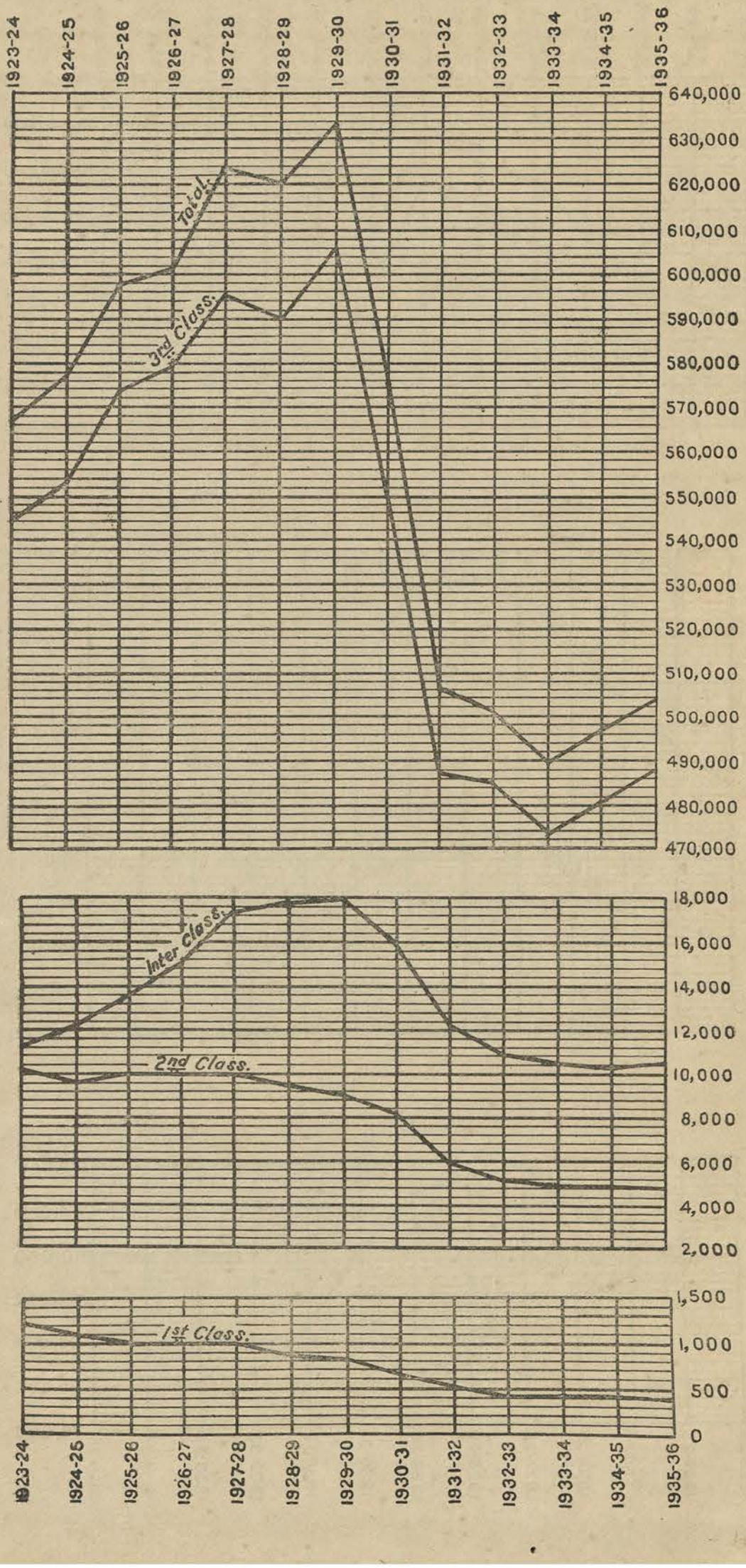
Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage.	1931-32	38,460	4,353	42,813
	1932-33	38,550	4,394	42,944
	1933-34	38,298	4,655	42,953
	1934-35	38,294	4,727	43,021
	1935-36	**38,367**	**4,751**	**43,118**
(ii) Number of passengers originating (in thousands).	1931-32	475,513	30,323	505,836
	1932-33	471,689	30,206	501,895
	1933-34	456,618	32,995	489,613
	1934-35	463,011	33,580	496,591
	1935-36	**469,424**	**34,267**	**503,691**
(iii) Number of passenger miles (in thousands).	1931-32	17,339,974	716,844	18,056,818
	1932-33	16,890,772	715,682	17,606,454
	1933-34	16,384,713	765,667	17,150,380
	1934-35	16,987,135	777,754	17,764,889
	1935-36	**17,353,294**	**800,824**	**18,154,118**
(iv) Tons originating (in thousands).	1931-32	71,064	3,511	74,575
	1932-33	67,163	3,438	17,601
	1933-34	72,951	3,562	76,513
	1934-35	80,649	3,854	84,503
	1935-36	**82,737**	**4,195**	**86,932**
(v) Number of ton miles (in thousands).	1931-32	18,106,542	240,223	18,346,765
	1932-33	16,978,015	224,526	17,202,541
	1933-34	18,459,656	247,161	18,706,817
	1934-35	20,090,588	†261,047	†20,351,635
	1935-36	**20,295,579**	**258,105**	**20,553,684**

† Revised figures.

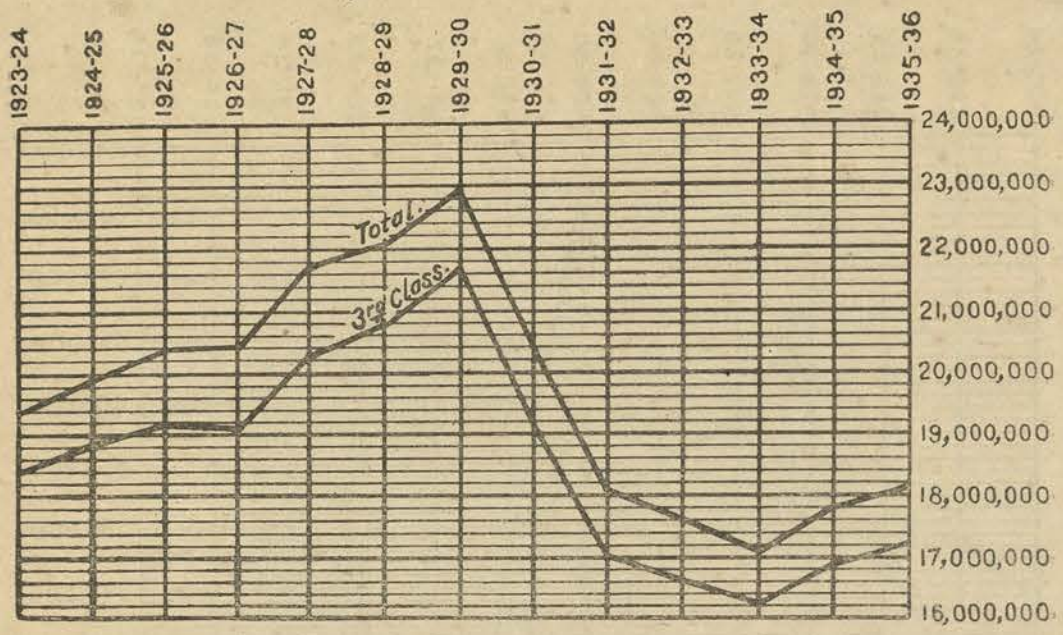
28. Analysis of earnings.—The total earnings of all railways, including those with which the Government of India are not directly concerned, amounted to Rs. 103·84 crores, of which Rs. 64·69 crores or 62·3 per cent. were from goods traffic, Rs. 30·56 crores or 29·4 per cent. from passenger traffic and Rs. 8·59 crores or 8·3 per cent. from parcels, luggage and other miscellaneous items.

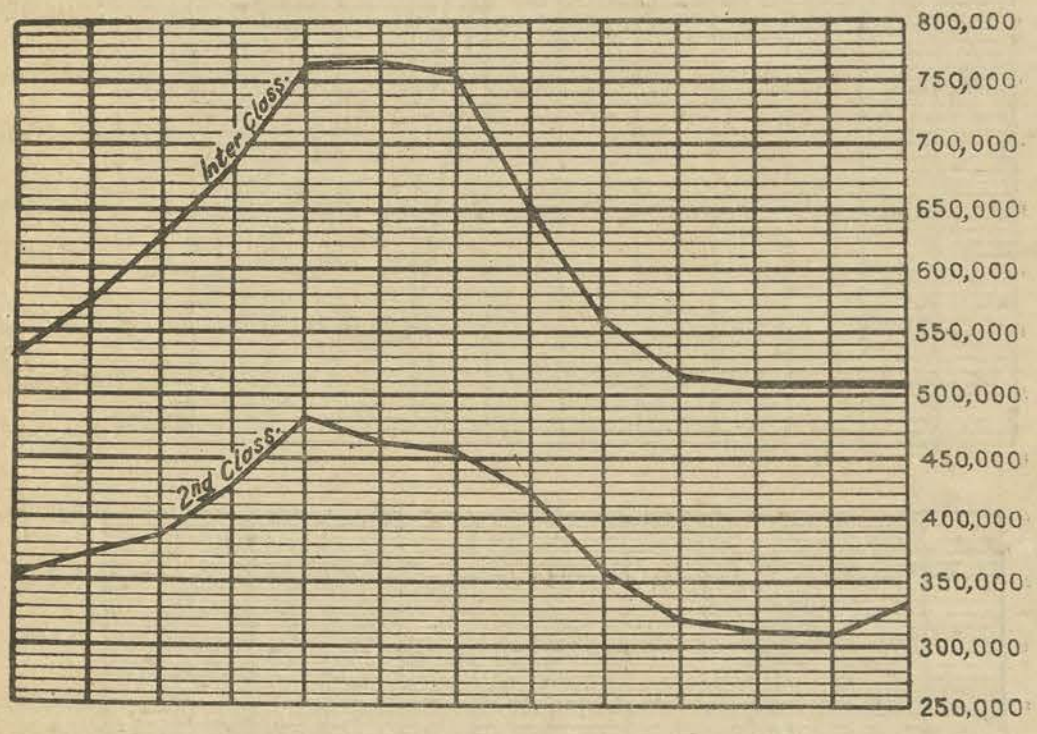
29. *Passenger earnings.*—Passenger earnings showed an increase of about 1 per cent. from Rs. 30·35 to 30·56 crores. The following table shows

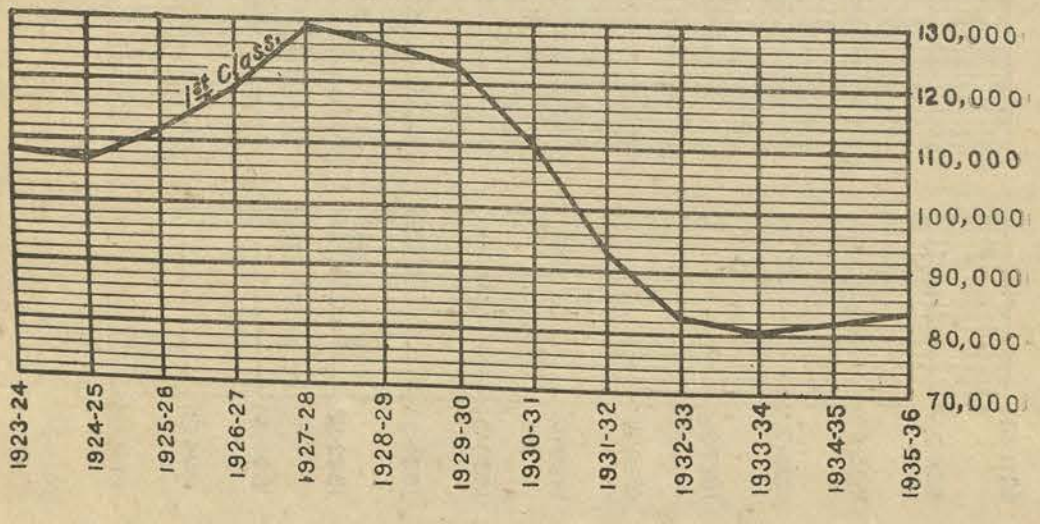
NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS (IN THOUSANDS)



PASSENGER MILES
INDIAN RAILWAYS
(IN THOUSANDS)







the numbers of and earnings from passengers separately for each class for the four years previous to the war and for the last seven years. Graphs are also inserted showing the number of passengers carried and of passenger miles by classes from 1923-24 :—

Year.	No. of passengers carried (in thousands).						Earnings from passengers (in thousands of rupees).					
	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.	Total.	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.	Total.
1910 .	685	2,784	10,702	315,839	24,341	354,351	58,82	77,23	94,99	14,65,16	15,85	17,12,05
1911 .	703	2,947	11,409	331,055	25,687	371,801	66,38	83,83	1,08,88	15,73,15	16,85	18,49,09
1912 .	700	3,030	11,508	356,789	26,810	397,837	62,90	83,31	91,37	17,01,35	17,55	19,56,48
1913-14 .	715	3,253	12,000	390,412	30,114	436,494	68,94	88,70	1,03,48	18,37,03	19,36	21,17,51
1929-30 .	804	9,125	17,900	606,468	*	634,297	1,04,45	1,83,56	1,58,96	34,11,36	*	38,58,33
1930-31 .	670	8,089	16,189	550,879	*	575,827	94,06	1,70,20	1,41,34	30,24,15	*	34,29,75
1931-32 .	508	5,937	12,354	487,037	*	505,836	83,34	1,53,71	1,22,98	27,75,41	*	31,35,44
1932-33 .	429	5,278	10,871	485,317	*	501,895	77,95	1,47,44	1,15,14	27,91,67†	*	31,32,20
1933-34 .	421	5,050	10,557	473,585	*	489,613	76,07	1,42,24	1,11,54	26,79,09	*	30,10,90‡
1934-35 .	406	4,818	10,316	481,051	*	496,591	76,83	1,41,48	1,11,92	27,04,74	*	30,34,97
1935-36 .	384	4,763	10,469	488,075	*	503,691	77,96	1,45,80	1,11,35	27,20,57	*	30,55,68

* The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways or two or more gauges of the same railway were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

† Revised figures.

‡ Includes credit of 1,94 received from the East Indian Railway on account of passengers carried over the Delhi Ghaziabad section for the period April 1925 to May 1931 : details under different classes are not available.

During 1935-36, 5 million more passengers were carried on Class I Railways than in 1934-35 and passenger earnings increased by Rs. 19 lakhs. The following statement shows the variations over the various railways :—

Railway system.	Variations in the number of passengers carried as compared with 1934-35.	Variations in earnings as compared with 1934-35.
	No.	Rs.
Assam Bengal	+784,000	+3,11,000
Bengal and North-Western . .	+2,309,100	+10,06,000
Bengal Nagpur	+464,400	+2,02,000
Bombay, Baroda and Central India	+2,131,600	+5,25,000
Burma	-176,900	+3,14,000
Eastern Bengal	+2,789,700	+4,23,000
East Indian	+445,000	+64,000
Great Indian Peninsula . .	+1,391,100	+12,80,000
Jodhpur	+657,200	+3,86,000
Madras and Southern Mahratta .	+103,700	-4,59,000
H. E. H. the Nizam's State . .	-145,100	+1,57,000
North Western	-553,000	+1,64,000
Rohilkund and Kumaon . .	+4,300	-13,000
South Indian	-5,403,600	-24,61,000
Total .	+4,801,500	+18,99,000

30. *Goods earnings.*—The earnings from goods traffic on all railways increased by 32 lakhs, chiefly under cotton, raw and manufactured, metallic ores and iron and steel wrought; but was offset by a considerable fall under rice, jute raw, gram and pulse including jowar and bajra and other grains and oilseeds.

The tonnage of, and earnings from the principal commodities carried by Class I Railways during 1935-36 as compared with the preceding year, are shown in the statement below. Apart from the main increases, mentioned above, there were increases under fruits and vegetables, fresh, marble and stone and railway materials.

Commodity.	1934-35.		1935-36.		Increase + Decrease— in earnings. Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Increases.					
Cotton raw and manufactured.	1·75	5·87	1·84	6·28	+41
Metallic ores . .	2·99	0·95	3·66	1·30	+35
Iron and Steel, wrought	1·34	2·34	1·43	2·57	+23
Fruits and Vegetables, fresh.	3·75	1·36	4·29	1·49	+13
Marble and stone .	2·64	0·82	2·93	0·92	+10
Railway materials .	5·07	0·53	5·40	0·61	+8
Gur, Jagree, Molasses .	0·83	1·21	0·88	1·28	+7
Petrol . . .	0·24	0·89	0·25	0·92	+3
Wheat . . .	1·65	2·10	1·72	2·12	+2
Sugar refined and unrefined.	0·80	1·57	0·87	1·59	+2
Live stock . . .	0·16	0·50	0·16	0·52	+2
Military traffic . .	0·31	0·27	0·28	0·28	+1
Manures . . .	0·19	0·13	0·22	0·14	+1
Other commodities .	8·91	10·41	9·55	10·95	+54
Salt	1·30	1·76	1·33	1·76	..
Wood, unwrought .	1·34	0·88	1·35	0·88	..
Decreases.					
Rice . . .	4·80	4·19	4·28	3·78	—41
Jute, raw . . .	0·99	1·24	0·85	0·95	—29
Gram and pulse and other grains.	2·51	3·36	2·50	3·08	—28
Fuel for public and foreign Railways.	20·15	10·34	20·13	10·13	—21
Oilseeds . . .	2·27	2·99	2·12	2·78	—21
Materials and stores on revenue account.	13·39	2·75	13·55	2·66	—9
Provisions . . .	1·20	3·04	1·19	2·96	—8
Kerosene Oil . .	0·82	1·52	0·76	1·49	—3
Fodder . . .	0·95	0·56	0·90	0·54	—2
Tobacco . . .	0·80	0·82	0·30	0·81	—1
TOTAL .	80·65	62·40	82·74	62·79	+39

31. Alterations in rates and fares.—*Passenger fares.*—The following are some of the more important changes that were made during the year :—

(i) *East Indian Railway.*—The fares for week-end return tickets were revised with effect from 1st July 1935 as follows :—

Previous.	*Revised.*
1st, 2nd and Inter-classes—	
1⅓ single fare.	16 to 30 miles, 1½ single fare.
	+31 miles and over, 1⅓ single fare.
3rd class—	
16 to 30 miles, 1⅔ single fare.	16 to 30 miles, 1½ single fare.
+31 miles and over, 1½ single fare.	+31 miles and over, 1⅓ single fare.

(ii) *North Western Railway.*—The bases of third class fares were altered from 1st January 1936 as follows :—

Previous.	Per mile.	*Revised.*	Per mile.
1 to 50 miles .	3 pies.	1 to 300 miles .	3 pies.
+ 51 to 300 „ .	2¾ „	+301 miles and over .	2½ „
+130 miles and over .	2½ „		

(iii) *South Indian Railway.*—From 1st December 1935 first and second class fares were enhanced, as follows :—

Previous.	Per mile.	*Revised.*	Per mile.
1st class—			
1 to 150 miles .	18 pies.	All distances .	21 pies.
+151 miles and over .	15 „		
2nd class—			
1 to 150 miles .	12 pies.	All distances .	12 pies.
+151 miles and over .	9 „		

Parcels traffic.—Special rates for fresh fruit in wagon loads were notified on several railways to encourage long distance movement.

Goods traffic.—The following are the more important changes made :—

Coal.—With effect from the 1st April 1935, the surcharge of 15 per cent. on coal freights, which had been imposed in January 1932 was reduced to 12½ per cent. and its operation was subject to a maximum of Re. 1 per ton.

Manures.—Over the Bengal Nagpur, East Indian and Eastern Bengal Railways (from 1st January 1936) and over the Madras and Southern Mahratta and South Indian Railways (from 1st February 1936) the previous bases of charge for traffic in wagon loads, which was one-tenth pie per maund per mile was enhanced as follows :—

	Per maund per mile.
Bengal Nagpur, East Indian and Eastern Bengal Railways—	
1 to 150 miles	0·14 pie.
+151 miles and over	0·11 „
Madras and Southern Mahratta and South Indian Railways .	0·14 „

Petrol and liquid fuel.—With effect from 1st January 1936, the rates applicable generally over several principal railways were altered : the revised bases for charge being those applicable prior to 1928, *viz.* :—

	Per maund per mile.
Petrol	0·83 pie.
Liquid fuel	0·42 „

32. Compensation claims for goods.—The statement below shows for each Class I Railway the amounts paid on account of compensation for goods lost or damaged during the year 1935-36 as compared with the previous seven years. The total amount paid during 1935-36 shows an increase over the figures for 1933-34 and 1934-35, though the percentage the amount paid bears to the total goods earnings is only slightly above that for 1934-35. The figure for 1935-36 is, however, substantially lower than those for the other five years.

Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1928-29 to 1935-36.

Railways.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	Percentage to Goods Earnings.	
									1934-35.	1935-36.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Assam Bengal . . .	20,973	19,096	15,976	10,303	5,600	5,784	5,898	5,016	0·05	0·05
Bengal and North-Western	45,387	56,914	26,865	25,291	25,866	13,288	14,460	21,995	0·07	0·11
Bengal Nagpur . .	1,02,726	77,437	60,128	11,878	14,255	20,002	27,342	21,123	0·05	0·03
Bombay, Baroda and Central India.	1,21,175	1,07,749	96,011	46,910	31,242	22,054	29,347	33,908	0·04	0·05
Burma	34,696	18,828	22,129	11,947	9,226	6,893	11,146	8,336	0·04	0·03
Eastern Bengal . .	1,53,676	1,08,360	83,409	47,013	43,211	37,416	25,536	37,167	0·08	0·12
East Indian . . .	2,27,600	1,75,501	1,10,596	90,624	72,983	52,150	32,474	59,418	0·03	0·05
Great Indian Peninsula .	1,45,133	1,11,392	1,15,364	1,11,645	63,868	72,883	59,193	46,817	0·07	0·05
Madras and Southern Mahratta.	95,330	1,28,478	70,612	51,557	22,641	18,953	21,902	19,966	0·05	0·04
His Exalted Highness the Nizam's State.	11,443	23,075	16,206	11,978	9,899	4,459	11,034	9,043	0·08	0·07
North Western . .	99,446	78,321	1,26,939	65,900	59,117	21,346	47,248	79,009	0·05	0·08
Rohilkund and Kumaon .	7,204	5,775	2,611	4,574	1,220	2,654	2,400	1,179	0·06	0·03
South Indian . . .	28,350	12,992	18,826	13,732	7,320	9,523	4,179	10,051	0·02	0·04
TOTAL .	10,93,139	9,23,864	7,65,672	5,03,352	3,66,448	2,87,405	2,92,159	3,53,028	0·05	0·06

NOTE.—The above figures exclude the amount of credits afforded to home line departments for the loss of their goods.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

33. Capital Expenditure.—At the end of March, 1936, the total capital at charge on all railways, including those under construction, amounted to Rs. 879·59 crores, of which Rs. 789·17 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 90·42 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	-29,284,941
Net amount outstanding	120,821,689*
	Rs. (omitting 000)
Direct expenditure by Government	6,27,93,07
The above sterling figure converted into rupees .	1,61,08,96*
Total .	7,89,02,03
Add Provincial Railways expenditure . . .	14,61
Grand Total .	7,89,16,64

By far the greater portion of this amount, namely, Rs. 7,50,18,33,000 is Government Capital and only 1-20th or Rs. 38,98,31,000 is owned by Companies. These figures include Rs. 34·01 crores on account of capital expenditure to the end of March 1936, on strategic lines.

The total capital outlay on all railways during 1935-36 was Rs. 3·33 crores, of which Rs. 2·58 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 2·58 crores was distributed between open line works, rolling-stock and new line, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1931-32	1·74	2·16	3·90	2·79	6·69
1932-33	0·05	—0·55	—0·50	0·57	0·07
1933-34	—0·45	—1·82	—2·27	0·22	—2·05
1934-35	0·76	—0·69	0·07	0·18	0·25
1935-36	2·24	0·05	2·29	0·29	2·58

* £2,575,000 representing share capital of the Great Indian Peninsula Railway paid off during 1925-26 has been converted at the average rate of exchange for that year and the balance of £118,246,689 at the rate of 1*s.* 6*d.* to the rupee.

The distribution of the capital outlay in 1935-36 over the different state-owned lines is shown in the summary below :—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal Nagpur . . .	0·23	0·07	0·30	..	0·30
Bombay, Baroda and Central India	0·09	0·06	0·15	..	0·15
Eastern Bengal . . .	0·23	0·01	0·24	0·03	0·27
East Indian	1·03	0·19	1·22	—0·01	1·21
Great Indian Peninsula . .	—0·15	—0·38	—0·53	..	—0·53
Madras and Southern Mahratta .	0·16	0·05	0·21	..	0·21
North Western . . .	0·54	—0·05	0·49	..	0·49
South Indian	0·07	0·08	0·15	0·03	0·18
Other Railways . . .	0·04	0·02	0·06	0·24	0·30
Total .	2·24	0·05	2·29	0·29	2·58

34. Lines opened during 1935-36.—110·81 miles of railways were opened to public traffic during the year and consisted of :—

1·54 miles on the 5′ 6″ gauge.
109·27 miles on the 3′ 3⅜″ gauge.

Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Extension of the line to new Faridpur Station.	5′ 6″	1·54	State . .	Eastern Bengal Railway.	21st October 1935.
Marwar Junction to Phulad .	3′ 3⅜″	15·69	Indian State line	Jodhpur Railway	4th February 1936.
Jhudo-Pithoro . . .	3′ 3⅜″	64·11	State . .	Jodhpur Hyderabad (British Section) Railway	1st June 1935.
Agastiyampalli-Point Calimere .	3′ 3⅜″	5·39	Do. .	South Indian Railway.	20th January 1936.
Khamblighat-Phulad Junction .	3′ 3⅜″	13·25	Indian State line	Udaipur-Chitorgarh Railway.	4th February 1936.
Talala to Sasangir . . .	3′ 3⅜″	10·83	Do. .	Junagad State Railway.	*17th March 1936.

* For Goods traffic only.

NOTE.—The Jhagadia-Netrang Section of the Rajpipla State Railway (Bombay, Baroda and Central India Railway), which was temporarily closed for public traffic on 15th June 1934, was reopened on 11th November 1935.

35. Lines sanctioned in 1935-36.—During the year under review sanction was accorded to the construction of one new line only 16·22 miles long on the metre gauge.

36. Lines under active construction on 31st March 1936.—At the end of the financial year 1935-36 the mileage of new lines under active construction was as follows :—

	Miles.
3′ 3⅜″ gauge	63·44
Total .	63·44

The lines under active construction are given in the table below, which also show the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working Agency.	* Progress of work (Proportion completed on 31st March 1936).
Kunkavav-Bagasra . . .	3′ 3⅜″	12·50	Gondal Railway .	·40
Anandapuram-Sagar . . .	3′ 3⅜″	16·22	Mysore Railway .	..
Prachi Road-Kodinar . . .	3′ 3⅜″	16·10	Gaekwar's Baroda State Railway.	·60
Sasangir-Visavadar . . .	3′ 3⅜″	18·62	Junagad State Railway.	·10
Total .	..	63·44		

NOTE.—The Talala-Sasangir Section of the Junagad State Railway mentioned in paragraph 34, was opened for goods traffic only on 17th March 1936, but not for passenger Traffic for which the line is ultimately meant.

37. Surveys.—Not many surveys for new lines were carried out during the year, as the prospects of such lines proving remunerative under present day conditions appeared remote. Survey work was therefore, practically limited to areas which are devoid of railway communication, or to such as held out some hopes of a railway line proving fruitful. Among the former may be mentioned the Kotabanji-Patnagarh-Bolangir-Sonepur traffic survey. The results, however, proved disappointing and led to the conclusion that development of the area by a road system was preferable.

Of the latter category was the final location survey of the proposed Pithoro-Tando Mitha Khan-Sanghar Railway in Sind, a length of about 55 miles, which was sanctioned in August 1935 though the actual survey operations were completed in the winter of that year, the results were received only at the end of the year under review. This line is intended to open out a section of country irrigated by the Sukkur Barrage project.

An Engineering survey was also carried out for a line from Noamundi to Joda, as an alternative to the Badampahar Joda line which was mentioned in last year's report. This line is intended to serve the iron ore deposits in the Joda area, Bengal Nagpur Railway.

38. Important lines under construction.—The following is a brief account of the lines which were under construction during the year :—

(i) *Prachi Road-Kodinar Railway.*—This line was mentioned in last year's report as having been commenced by the Baroda State in January 1935. Progress in construction was to some extent retarded by the prevalence of malaria, but more than half the work has been completed.

(ii) *Talala-Visavadar Railway.*—This line was also mentioned in last year's report. The first section, Talala to Sasangir, 10·83 miles, was completed and opened for goods traffic on 17th March 1936. Work on the remaining 18·62 miles from Sasangir to Visavadar was commenced in January, 1936. This section, however, lies in difficult country.

(iii) *Kunkavav-Bagasra Railway—12·50 miles.*—The construction of this metre gauge line, which is an enterprise of the Gondal Darbar, was sanctioned in December 1935. It is expected to cost roughly Rs. 9 lakhs. Work has been progressing satisfactorily and the line is expected to be opened in the course of the coming year.

* ·30 signifies that $\frac{3}{10}$th of the work has been done.
·50 signifies that half the work has been done.
1·00 signifies completion of the work.

(iv) *Anandapuram-Sagar Railway.*—The construction of this metre gauge line, a length of 16·22 miles, was approved in September 1935. It is estimated to cost about Rs. 11 lakhs. The line is an extension of the existing Arasalu-Anandapuram Railway and lies entirely in Mysore territory. Its object is to stimulate trade and develop a large tract of country which is rich in forest produce and minerals but which, at present, suffers from the want of rapid communications and from the prevalence of malaria. The railway which when completed will bring the famous Gersoppa Falls to within a distance of 18 miles from Sagar station, is being financed and constructed entirely by the Mysore Government.

39. Important lines opened during 1935-36.—Of the lines opened during the year, the following may be specially mentioned :—

(i) *Jhudo-Pithoro Railway—64·11 miles.*—This line was designed mainly for the transport of the increased volume of the agricultural produce of the area commanded by the Lloyd Barrage Irrigation Scheme. It was completed and opened to public traffic on the 1st June 1935.

(ii) *Agastiyampalli-Point Calimere Railway—5·39 miles.*—This line affords an instance where it was found more economical to construct and maintain a railway rather than a road, on account of the sandy nature of the soil and the liability of the areas to seasonal flooding. A point of interest attending its construction, was the discovery, during excavation, of a large number of bronze idols believed to be more than 100 years old. The idols have since been taken over by the museum at Madras.

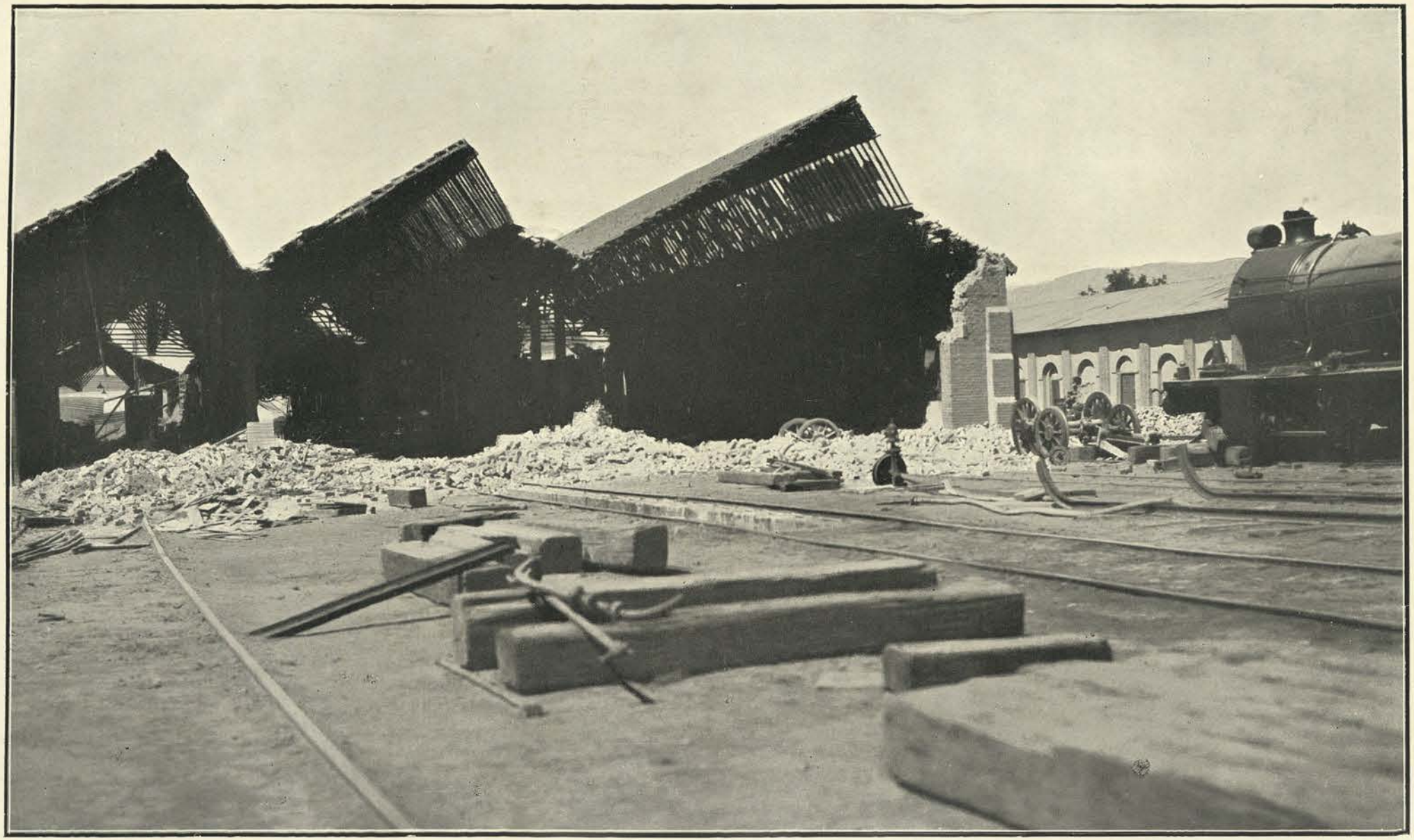
(iii) *Extension to new Faridpur Station.*—In order to bring the railway terminus nearer to the centre of the Faridpur town, the Pachooria-Faridpur Branch of the Eastern Bengal Railway was extended by 1·54 miles from the old Faridpur Station, Ambikapur, to the New Faridpur station. The extension was opened for public traffic on the 21st October 1935.

(iv) *Marwar Junction-Phulad Railway—15·69 miles.*—This line was sanctioned on the 14th January 1935 and completed and opened for traffic by the Jodhpur Darbar on the 4th February 1936. With the opening of the Khambli Ghat Phulad section of the Mauli-Phulad Railway by the Mewar Durbar on the same date, this line forms a through connection between the Jodhpur Railway and the Udaipur Chitorgarh Railway.

40. Important New Works.—(i) *Meghna Bridge, between Ashuganj and Bhairab Bazar, Assam Bengal Railway.*—Mention of this Scheme was made in last year's report. It was sanctioned early in 1935, and the main construction work commenced in November 1935. Rapid progress was made during the first working season, by the end of which the wells for the six shore piers and the twin wells for four of the eight main piers had been founded. Progress was also made with the construction of the approach banks at Ashuganj and Bhairab Bazar. The total estimated cost of the bridge is Rs. 56·33 lakhs of which a sum of Rs. 14·69 lakhs was expended in the year. It is anticipated that the bridge will be completed and opened for traffic before the end of the financial year 1937-38.

(ii) *Nerbudda Bridge near Broach, Bombay, Baroda and Central India Railway.*—The old bridge over the Nerbudda River on the Bombay, Baroda and Central India Railway main line near Broach, was a single line bridge and the girders were too weak for modern day loads and speeds. As this was a severe handicap to the movement of traffic, the construction of a new double line girder bridge up to modern standards on a new alignment 2·43 miles long, was commenced in 1932. The bridge was completed during the year at a cost of Rs. 76 lakhs and opened to traffic as the " Silver Jubilee Bridge " on the 20th December.

(iii) *Borivli-Virar Electrification, Bombay, Baroda and Central India Railway.*—The originally electrified section of the Bombay, Baroda and Central India Railway extended from Churchgate station to Borivli. This necessitated a change of trains for passengers and bazar supplies at Borivli



Engine Shed at Quetta after the earthquake on 31st May 1935.

and involved a longer time in the journey between Bombay and Virar. In order to do away with these disadvantages a scheme for extending the electrification to Virar was investigated in 1926 but postponed at the time for financial reasons. The project was reconsidered during the year as the time had come to renew the stock necessary for steam working if it was decided to continue the existing steam services. In view, however, of the superior advantages of electric working, it was decided to extend the existing electrified service to Virar, a distance of 16 miles, at a cost of Rs. 24·83 lakhs, utilising the track structures, etc., released from the temporary electrification between Colaba and Churchgate. It is anticipated that this work will give an improved train service that will lead to the development of the outlying areas with a corresponding increase in traffic.

41. Open Line Improvements.—(i) *Permanent Way Renewals and major traffic facilities.*—The programme for relaying with 60 lb. steel rails the main line from Katihar to Gorakhpur on the Bengal and North-Western Railway was continued during the year. On the Madras and Southern Mahratta Railway, too, sanction was accorded to the 40 miles Section from Yesvantpur to the Mysore frontier being relaid with new 60 lb. rails in substitution of $41\frac{1}{4}$ lb. rails, at a cost of Rs. 10·88 lakhs.

Among other works undertaken during the year with the object of improving train operation may be mentioned the lengthening of loops and the provision of improved (Standard III) interlocking arrangements on the Chingleput Villupuram Section of the South Indian Railway at a cost of Rs. 5·62 lakhs; the extension of loops on the Section Ghaziabad to Saharanpur, North Western Railway, at a cost of Rs. 2 lakhs; and arrangements to isolate the run-through line from connected sidings, etc., with a view to increasing speed at 8 stations on the Khargpur-Nagpur main line of the Bengal Nagpur Railway at a cost of Rs. 2·27 lakhs.

(ii) *Strengthening of bridges and tunnels.*—To allow of the intensive use of heavy locomotives on the Sholapur Division, Great Indian Peninsula Railway, it was found necessary to regirder the Krishna bridge consisting of $36 \times 103'$ spans. The girders of this bridge were of wrought iron and nearly 66 years old, and necessitated a restriction both in the weight and the speed of trains. It was accordingly decided to regirder them at a cost of about Rs. $9\frac{1}{2}$ lakhs using converted girders released from other bridges.

Nalganga Bridge, Great Indian Peninsula Railway.—A high flood which occurred in the Nalganga river in 1930 revealed that the waterway provided at this bridge was insufficient, and as the arches of the bridge had already shown signs of failure, it was decided to rebuild the bridge as a girder bridge, advantage being taken of the opportunity to relay the new alignment with heavier rails. The scheme was accordingly sanctioned for commencement at a cost of Rs. 4·12 lakhs.

The Down Saranda tunnel on the Bengal Nagpur Railway was causing considerable anxiety owing to frequent falls of rock from the unlined roof of the tunnel, which necessitated a reduction of speed of all trains through the tunnel and a careful system of patrolling both by day and night. It was, therefore, decided with the advice of the Geological Survey Department to line the tunnel, beginning with the worst portions. The first two stages of the work were accordingly commenced during the year at a cost of Rs. 1·11 lakhs.

(iii) *Remodelling of the East Indian Railway Workshops at Jamalpur.*—A full description of this scheme was given in last year's report. During the year under review good progress was maintained and about 44 per cent. of the work was completed. It is expected that the work will be finished during 1936-37.

(iv) *Remodelling of Carriage and Wagon Shops at Jhansi (Great Indian Peninsula Railway).*—Mention was made of this work in the report for 1934-35. During the year under review further progress was made and about 50 per cent. of the work was completed.

(v) *Realignment to shift the junction from Chichoki Mallian to Qila Sheikhpura, North Western Railway.*—With a view to improving the facilities for the public and providing good railway services between Lahore and Qila Sheikhpura and between Qila Sheikhpura and Nankana Sahib, it was decided to realign the section between Bahrianwala and Chichoki Mallian so as to shift the junction Qila Sheikhpura at a cost of about Rs. 3·73 lakhs. The results anticipated are a better service between the places mentioned which, it is hoped, will recapture to the railway a good portion of the traffic now using the road, and also effect a reduction in general working expenses, as also a reduction in the staff previously employed at the waterlogged and unhealthy station of Chichoki Mallian, where the incidence of sickness is high.

(vi) *Khan Alampura Yard Remodelling.*—The traffic at Khan Alampura Yard had considerably increased in recent years and the existing facilities proved to be inadequate to handle it. In busy seasons, an average of nearly 800 wagons per day had to be handled with the result that serious congestion occurred. Owing to the limitations of the yard, about 60 per cent. of these wagons had to pass through Khan Alampura without being marshalled, the remarshalling being done at other junctions on the North Western and East Indian Railways thus causing much delay and inconvenience. It was, therefore, considered necessary to increase the capacity of the yard and also to provide facilities for proper marshalling of trains. A remodelling scheme was, therefore, sanctioned in November 1935 at a cost of approximately Rs. 6 lakhs.

(vii) *Coimbatore Station, South Indian Railway.*—The remodelling of this station, which is very cramped and the facilities at which are inadequate to meet the demands of the traffic offered by the important town and commercial centre it serves, was proposed some years ago, but postponed for want of funds. With the advent of the Pykara Hydro-Electric Scheme, the town has also shown a tendency to expand inspite of the general trade depression, and complaints have been frequent regarding the inadequate station accommodation. It was, therefore, decided in 1935 to embark on a scheme of remodelling to be carried out in stages, and sanction was accorded to work being undertaken on the first stage at a cost of Rs. 8·43 lakhs. This stage is designed to meet only the immediate essential and urgent demands and consists mainly of recasting the passenger and goods yards, providing a new station building with an underbridge in place of the existing level crossing, and power signalling and electric lighting.

42. Hardinge Bridge, Eastern Bengal Railway.—As mentioned in last year's report, a Committee of engineers was formed to investigate the situation at the Hardinge Bridge. The Committee presented their final report in November 1935. They recommended certain works to be undertaken immediately and also others to be undertaken in the future, the time of execution being dependent on the movements of the river. The main work during 1935-36 was the restoration of the guide bank across the original breach, which was completed by 1st June 1935. Other subsidiary works were carried out in accordance with the recommendations of the Committee. Repairs were carried out to the Right Guide Bank which suffered from some slips, and to the isolated head, and some stone was added to the apron. During the monsoon of 1935 a small embayment formed below the tail of the Right Guide Bank. This was not entirely unexpected as a similar embayment had occurred on the model at Poona during the experiments. With this knowledge as a guide, immediate steps were taken to prevent further damage.

CHAPTER IV.

TRANSPORTATION AND WORKING.

43. Statistics.—The volume of business handled by railways is best indicated by " passenger miles " as regards passenger traffic and by " net ton miles " as regards goods traffic. These figures are arrived at by multiplying the total number of passengers and tons of goods carried by the number of miles over which they are moved. The following table shows that the volume of traffic thus expressed which class I Railways carried increased during the year, as compared with the previous two years. The figures of net ton miles given do not include the mileage incurred by purely departmental trains, but this mileage only represents about 3 per cent. of the total.

(Figures in thousands.)

Particulars.	Class I Railways.			
	1933-34.	1934-35.	1935-36.	Percentage of increase (+) or decrease (—) compared with 1934-35.
Passenger miles	16,384,713	16,987,135	17,353,294	+2·16
Net ton miles	18,043,937	19,547,067	19,773,124	+1·16

Service performed.—The following table shows the number of train miles run to carry the above mentioned traffic. Passenger train miles show an increase of 2·14 and 4·97 per cent. on the broad and metre gauge, respectively, and a decrease of 0·26 per cent. on the narrow gauge. The figures of goods train miles show an increase of 3·29 and 3·96 per cent. on the broad and narrow gauge, respectively, and a decrease of 1·54 per cent. on the metre gauge. Full details of train and engine miles of Class I Railways are given in statements Nos. 17 and 32 of Volume II and those of classes II and III Railways in statement No. 37 :—

(Figures in thousands.)

Particulars.	Class I Railways.											
	Broad Gauge.				Metre Gauge.				Narrow Gauge.			
	1933-34.	1934-35.	1935-36.	Percentage of variations with 1934-35.	1933-34.	1934-35.	1935-36.	Percentage of variations with 1934-35.	1933-34.	1934-35.	1935-36.	Percentage of variations with 1934-35.
Passenger (including proportion of mixed) train miles.*	65,508†	67,429†	68,873	+2·14	30,745†	31,284†	32,787	+4·97	2,323	2,273	2,267	—0·26
Goods (including proportion of mixed) train miles.*	37,712	40,172	41,492	+3·29	18,947	19,887	19,580	—1·54	1,548	1,565	1,627	+3·96

* Includes mileage of electric locomotive trains.

† Revised figures.

In addition to the train services mentioned above, a large amount of what may be called unproductive or " other " engine miles, *viz.*, shunting, light and assisting are run. During the year under review, this mileage was equivalent to about 17 per cent. of the total engine miles (including departmental). The total departmental train and engine mileage, which is also not directly productive, amounted to 9·6 million miles, or about 5 per cent. of the total engine miles. As the shunting miles on railways form the greater proportion of unproductive mileage, the following table has been prepared to show the ratio of shunting miles per 100 train miles on the passenger and goods services of Class I Railways :—

Particulars.	Broad Gauge.				Metre Gauge.			
	1933-34.	1934-35.	1935-36.	Percentage of variations with 1934-35.	1933-34.	1934-35.	1935-36.	Percentage of variations with 1934-35.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5·37	5·03	4·94	—1·79	5·43	5·07	4·57	—9·86
Shunting miles per 100 train miles (Goods and proportion of mixed).	35·8	35·4	35·1	—0·85	31·9	32·6	32·3	—0·92

Engines.—The work done by engines is expressed by the figure " engine miles per engine per day ". Based on the number of engines on the line, this figure shows an increase on the broad gauge from 65 to 69 and on the metre gauge from 65 to 66. Based on the number of engines in use, the number of engine miles per engine per day increased from 108 to 110 on the broad gauge and from 102 to 103 on the metre gauge. The percentage of engines under or awaiting repairs in mechanical and transportation workshops decreased from 18·3 to 17·7 and from 14·1 to 13·4 on the broad and metre gauges, respectively.

44. Speed of goods trains.—The average through speed of goods trains is calculated on the total time taken by a train from the start to the finish of its run inclusive of stops *en route*. During the year under review the average speed on class I Railways was practically the same as in the previous year : the figures being 11·5 on the broad gauge and 11·2 on the metre gauge during 1935-36 as compared with 11·6 and 11·0 respectively in the previous year. In statement No. 20 of Volume II detailed particulars are given for each railway.

45. Loads of goods trains.—The average net or freight load of broad gauge goods trains on Class I Railways during the year under review increased from 391 tons (Steam) in 1934-35 to 393 tons in 1935-36. On the other hand, the figure for metre gauge lines decreased from 174 in 1934-35 to 171 in 1935-36. Statement 23 of Volume II contains the figures for each railway.

The main index figure of goods train working, *viz.*, " net ton miles per engine hour " showed a decrease from 1,946 in 1934-35 to 1,931 in 1935-36 on the broad gauge and from 891 in 1934-35 to 887 in 1935-36 on the metre gauge.

46. Wagon usage.—The amount of work got out of the available wagon stock may be expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles carried per wagon per day. It should, however, be noted that both these statistical figures indicate the work done by the total number of wagons on railways and not only by wagons actually in use, as all empty wagons are also taken into account, irrespective of whether they are actually in use or are stabled in sidings during the period

they are in excess of traffic requirements. The following table shows these two results for 1935-36 compared with the previous year :—

Particulars.	CLASS I RAILWAYS.			
	Broad gauge.		Metre gauge.	
	1934-35.	1935-36.	1934-35.	1935-36.
Wagon miles per wagon day	34·8	35·1	28·2	28·1
Net ton miles per wagon day	308	309	147	142

The average percentage of unserviceable wagons in mechanical and transportation workshops and sick lines to the total number of goods wagons increased from 9·31 in 1934-35 to 9·56 in 1935-36 on the broad gauge and from 2·84 in 1934-35 to 2·88 in 1935-36 on the metre gauge.

Passenger vehicles.—Similar figures with regard to repairs of passenger vehicles show a decrease from 11·96 in 1934-35 to 11·83 in 1935-36 on the broad gauge and from 8·52 in 1934-35 to 8·04 in 1935-36 on the metre gauge.

Turning to individual railways, some of the principal features of the year's transportation working are as follows :—

Assam Bengal Railway.—The shunting miles per 100 passenger and goods train miles fell from 8·25 and 32·8 in 1934-35 to 7·43 and 29·8 in 1935-36, respectively.

Bengal Nagpur Railway (broad gauge).—The wagon miles per wagon day and net ton miles per wagon day advanced from 32·8 and 321 in 1934-35 to 35·5 and 353 in 1935-36, respectively. The net ton miles per goods locomotive day on line and in use advanced from 13,798 and 24,789 in 1934-35 to 15,936 and 25,747 in 1935-36, respectively. The shunting miles per 100 passenger and goods train miles fell from 5·23 and 44·8 in 1934-35 to 4·79 and 42·0 in 1935-36, respectively.

Bombay, Baroda and Central India Railway.—The net ton miles per engine hour on the broad gauge and wagon miles per wagon day on the metre gauge advanced from 2,191 and 33·2 in 1934-35 to 2,260 and 38·6 in 1935-36, respectively. The net or freight load per goods train on the broad gauge increased from 410 in 1934-35 to 418 in 1935-36.

Eastern Bengal Railway (metre gauge).—The engine miles per day per engine in use and on line advanced from 104 and 61 in 1934-35 to 109 and 68 in 1935-36, respectively, indicating a more intensive use of locomotive power. The shunting miles per 100 passenger train miles fell from 8·40 in 1934-35 to 7·61 in 1935-36.

Great Indian Peninsula Railway (broad gauge).—The engine miles per day per engine in use and on line advanced from 127 and 67 in 1934-35 to 131 and 72 in 1935-36, respectively.

Madras and Southern Mahratta Railway (broad gauge).—The wagon miles per wagon day and net ton miles per wagon day advanced from 42·4 and 333 in 1934-35 to 46·4 and 369 in 1935-36, respectively. The net ton miles per engine hour increased from 1,722 in 1934-35 to 1,864 in 1935-36. The net ton miles per goods locomotive day on line advanced from 12,937 to 14,047. The shunting miles per 100 goods train miles fell from 32·1 to 30·7.

His Exalted Highness the Nizam's State Railway (broad gauge).—The net ton miles per engine hour increased from 1,798 to 1,835.

North Western Railway (broad gauge).—The net ton miles per goods locomotive day on line advanced from 10,259 to 11,071. The engine miles per day per engine in use increased from 103 to 106.

Jodhpur Railway.—The net ton miles per goods locomotive day on line advanced from 4,874 to 6,452. The engine miles per day per engine on line increased from 59 to 66. The shunting miles per 100 passenger train miles fell from 10·4 to 8·82.

South Indian Railway (*broad gauge*).—The net ton miles per engine hour and per goods locomotive day on line advanced from 961 and 7,707 to 1,086 and 8,636, respectively. The engine miles per day per engine in use and on line increased from 111 and 72 to 115 and 77, respectively. The shunting miles per 100 goods train miles fell from 44·8 to 38·5.

47. Punctuality of passenger trains.—The following table shows the percentage of passenger trains not losing time to total number of trains run during 1935-36, as compared with 1934-35, on Class I Railways :—

—	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad Gauge.					
1935-36	**87·3**	**81·9**	**83·5**	**88·5** **95·1***	**85·3**
1934-35	88·1	82·9	85·7	89·4 95·5*	85·3
Metre Gauge.					
1935-36	**88·5**	**88·8**	**87·1**	**97·4** **90·2***	**87·8**
1934-35	88·0	87·2	87·0	95·9 97·3*	85·8

* Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways' electric multiple unit trains.

It will be seen that on the broad gauge there was a slight falling off in the percentage of all passenger trains not losing time except under other passenger trains. On the metre gauge although the percentage of trains not losing time shows a falling off under suburban electric trains, there has been an improvement in the running of all other passenger trains.

48. System of ticket checking.—The systems in force on railways remained substantially the same as in the previous year, *viz.*, check by " Ticket Checkers " at stations and by " Travelling Ticket Examiners " in trains. In order to expedite the disposal of cases against those found travelling without tickets and refusing to pay the charges due on demand certain local Governments arranged to appoint special Magistrates to hold their courts at railway stations, *e.g.*, on the Assam Bengal and South Indian Railways.

The following briefly summarises some of the more important activities in this matter :—

(i) *Bengal and North-Western Railway.*—During the year 10 ticket checking raids were carried out in the United Provinces and 19 in Bihar with the co-operation of the Police and a special Magistrate.

(ii) *Bombay, Baroda and Central India Railway.*—The anti-mendicant gangs introduced in 1934 were retained, but 4 additional gangs which experimented on other sections were discontinued, as it was found that more satisfactory results could be obtained by the normal methods of checking. Nearly half a million mendicants were turned out of trains and railway premises.

(iii) *Eastern Bengal Railway.*—A small branch of specially selected staff called " The Fraud Detection and Espionage Branch " was organised to detect and stop leakage of revenue by frauds committed in some cases in collusion with certain of the staff. This branch prosecuted 243 cases of faked, forged and defaced tickets and of fraudulent use of season tickets.

(iv) *East Indian Railway.*—The administrative control of ticket checking was strengthened by the formation of a special branch principally to keep in close touch with the ticket checking work on divisions and to co-ordinate such work. This branch, in conjunction with the Watch and Ward Department, takes such action as investigation shows to be necessary to reduce ticketless travelling.

A percentage of the collected tickets from stations was subjected to detailed examination by the Accounts Department to bring to light irregu-

larities at the time of issue or of collection, and to check frauds in connection with the re-selling of used tickets.

(v) *North Western Railway.*—An organisation of special ticket examiners was maintained on each Division to work in groups consisting of five men with a " Group-in-charge ". These groups were employed alternately in checking tickets at stations and on trains according to a fixed programme. They also carried out surprise checks at stations, such checks being outside the ordinary programme. The head ticket examiner prepared the programmes for checking on each Division and issued them weekly to his staff.

An experiment was made on certain Divisions of sending out lady ticket examiners on day trains to check ladies' tickets. The necessity for having such checks appears to have been established.

Experiments are being made on one Division to check every train instead of 40 per cent. by a special staff with a view to ascertaining what difference a cent per cent. check will make.

(vi) *South Indian Railway.*—From the 1st April 1935, 51 out of the total of 197 travelling ticket examiners and 14 travelling ticket inspectors employed were utilised for an intensive check of trains over sections under headquarters control—the check was extended in July and the number so employed was increased to 75. In December 1935, this check was discontinued on certain sections and introduced on others, the staff being further increased to 81.

The method of intensive check varied, from time to time, as under :—

(i) two travelling ticket examiners were deputed to work on each of the important trains and one on other trains;

(ii) one travelling ticket examiner was deputed to man each train in the area;

(iii) important trains were each manned daily by one travelling ticket examiner and other trains on alternate days;

(iv) the squad system was introduced according to which a squad of three travelling ticket examiners was given a definite section and the check of trains on that section was left to their discretion. Even with this system important trains were manned daily.

An experimental measure of station check was tried twice on the Mutupet-Arantangi section: two or three travelling ticket examiners being posted at each of the stations on this section for a period of 7 to 10 days. Their primary duty was to check trains on arrival at the station and to watch all sides of the platform before and during the arrival of trains. They had also to see that all passengers entering or leaving the station had their tickets and that they made use of the proper entrances and exits at stations. This system of check minimises the percentage of missing tickets in the check area and increases the sale of platform tickets.

49. *Statement showing the total number of passengers detected travelling without proper tickets on Class I Railways, during the calendar years 1931 to 1935—*

Railways.	1931.	1932.	1933.	1934.	1935.
Assam Bengal	52,656	160,302	48,344	45,059	**52,176**
Bengal Nagpur	78,364	66,840½	71,058	84,920	**86,345**
Bengal and North-Western	344,106½	352,357	320,653	318,118½	**302,549**
Bombay, Baroda and Central India	264,031	279,859	806,200½	749,308	**756,872**
Burma	226,220	230,724	235,960	192,372	**199,767**
Eastern Bengal	195,387	251,900	269,328	226,427	**176,993**
East Indian	99,491½	181,918½	143,628½	144,052	**231,258**
Great Indian Peninsula	271,409	331,717½	307,962	257,839	**274,220**
Jodhpur	23,041	20,600	27,990	20,298	**19,106**
Madras and Southern Mahratta	63,528	48,390	49,345	41,264	**150,175**
His Exalted Highness the Nizam's State	12,960½	19,804½	20,611	17,239	**17,131**
North Western	432,190	476,057	337,981½	228,026	**342,860**
Rohilkund and Kumaon	27,843	29,908	30,050	32,221	**37,220**
South Indian	181,084	173,904	162,697	162,649	**146,107**

50. Road Motor Competition.—The desirability of adopting suitable measures to meet road competition continued to engage the attention of all railways. Brief particulars of the position in this respect on the principal railways and of the steps taken by them during the year are given in the following paragraphs :—

Assam Bengal Railway.—The sections principally affected by motor competition at present are the Silchar-Sylhet, the Furkating-Badulipara-Jorhat, and the Chaparmukh-Silghat. To meet this competition, train services were improved and the question of reducing third class fares on the Sibsagar-Khowang and Chaparmukh-Silghat Railways was taken up.

Bengal and North-Western Railway.—Road competition affects principally passenger traffic between Benares and Allahabad. Reduced return journey fares were introduced during the year in order to prevent traffic being diverted to the road.

Bengal Nagpur Railway.—Reduced fares, on a competitive basis adjusted with the fares charged by buses were in force on certain narrow gauge sections as stated in last year's report, as also on certain other competitive broad gauge sections.

Road competition from lorries for the carriage of certain commodities between Ranchi and Calcutta, a distance of about 250 miles, has been met with a certain amount of success by a reduction in freight rates and the introduction of an Express Goods Service.

Competition between Vizagapatam and Vizianagram, a distance of about 40 miles, has been met by the quotation of special reduced rates.

Bombay, Baroda and Central India Railway.—Special enquiries were made to ascertain the loss caused by road competition. On the basis of an actual count over a short period, it was estimated that the loss on account of the diversion of third class traffic amounted to Rs. 28 lakhs per annum. This is in addition to the loss of revenue consequent on a reduction of fares, and the issue of concession tickets, and also on account of the increased expenditure incurred by the railway for augmenting the normal daily services and opening additional halting stations.

Investigations were also made to determine the extent to which goods were carried by road in competition with the railway, and efforts made to regain some of the lost traffic by the quotation of special rates.

Burma Railways.—In the report for 1934-35 mention was made of the introduction of two fast local trains between Letpadan and Paungde and the extension of the existing service between Toungoo and Penwegen up to Nyaunglebin. Three more fast local train services were added during the year, and halts arranged at certain level crossings. These trains proved to be popular and checked to a considerable extent the drop in the number of passengers travelling for distances upto 50 miles.

Competition in regard to goods traffic increased and a large proportion of the paddy traffic was moved by lorries. With a view to combating this competition, a system of rebates on railway freight for rice was introduced in March, 1936.

Eastern Bengal Railway.—The introduction in 1934-35 of third class ordinary return tickets in local booking arrested the diversion of traffic to roads in the Calcutta suburban area and on certain sections of the metre gauge where motor competition was severe.

The feasibility of running Diesel electric cars on the Sealdah-Budge Budge section so as to provide an accelerated and more frequent train service was examined.

East Indian Railway.—The position in regard to road motor competition for passenger traffic eased to some extent owing to a decline in the number of buses licensed for operation, though it was still intensive on certain sections. Further diversion of passenger traffic was checked by substantial

reductions in third class fares and by incurring considerable expenditure on the provision of increased facilities, such as more frequent train services, co-ordination of road-rail services, *e.g.*, at Mussorie and Patna, provision of additional halts, running of more through service carriages and adjustment of train timings. The provision of additional train services, principally by the adoption of cheaper operating units is estimated to have increased train mileage by 880,000.

Competition from lorries for goods traffic was intensified practically throughout the system, resulting in considerable loss of revenue through actual diversion of traffic and by reductions in rates to check such diversion. This competition, which was particularly intensive between Calcutta and the coalfields, was not confined to short distances. Regular road services were available for the transport of merchandise between Calcutta and large towns in the United Provinces and the Punjab. This was made possible by gross overloading of vehicles. Reduction of rates, speeding up of the time in transit, improvements in booking and delivery arrangements, establishment of out-agencies, inauguration of collection and delivery services at selected centres were the principal measures taken to meet this competition.

Great Indian Peninsula Railway.—Competition for passenger traffic did not show any appreciable sign of a decrease, except on the Pulgaon-Arvi section, where the reduction in lower class fares and the introduction of Diesel unit services proved effective. Reduced single and return journey fares were introduced between certain stations, and special fares were quoted on the occasion of certain fairs. Train services were also adjusted on certain other sections.

Road competition for goods traffic became more acute and widespread during the year, especially in the Bombay Presidency. Here again as in the case of the East Indian and other Railways road competition is practicable only by the almost universal practice of overloading. Reduced rates were quoted to arrest further diversion of traffic to the road.

Madras and Southern Mahratta Railway.—Road services continued to divert traffic from the railway. Additional passenger buses were put on the road, and there was also a considerable increase in the number of lorries operating for the conveyance of merchandise by consistent overloading and evading the payment of taxes.

A new feature attendant on motor competition during the year was the diversion of produce by road to minor ports on the west coast for shipment by country craft to Bombay.

To meet this competition, reduced rates were quoted for selected commodities, special services were provided for the conveyance of certain articles, train services were improved, additional services being also run by Diesel cars, and cheap return tickets were issued.

His Exalted Highness The Nizam's State Railway.—There was a small increase in the route mileage operated by the State Road Mechanical Transport Services, which showed satisfactory financial results. The earnings per mile of the suburban services declined due to there being little or no control over the activities of privately-owned buses. The introduction of new State Motor Vehicles Rules was under contemplation.

North Western Railway.—Competition from road services was intensified. Although some of the organised companies which ran motor services to regular timings and at fixed charges broke down, through lack of funds, or went into liquidation, other companies were formed to take their places.

The issue of cheap single and return journey tickets, combined with augmented and accelerated train services, on sections where road motor competition was severe had encouraging results. Through road-cum-rail tickets were introduced for journeys between Lahore and Kashmir, in conjunction with an organised road transport company, in order to counteract the tendency of passengers to travel by road for the entire journey.

In 1934-35 road competition for goods traffic was felt principally for distances within 50 miles, but during the year under review, the effective distances increased and the time taken *en route* also decreased.

The question of an extension of the system of " door-to-door " delivery by the Railway at certain important stations was under investigation.

Rohilkund and Kumaon Railway.—Return tickets were introduced between certain stations, and light passenger train services with accelerated speed were provided on certain sections.

South Indian Railway.—Considerable competition from motor buses was experienced both as regards passengers and parcels. To meet this competition, cheap single and return journey tickets were introduced, and improved travel facilities provided by the addition of fast passenger train services and extra trains at more convenient timings, and by arranging halts at level crossings.

There was also considerable competition for goods traffic necessitating the quotation of special rates and arranging for quicker transit.

51. Mela Traffic.—The large movement of passengers to places of religious importance and for important melas invariably necessitate special arrangements being made. These during the year under review were satisfactory: additional booking offices and waiting sheds being provided, additional staff being deputed and special trains being run as occasion demanded. The Assam Bengal, Eastern Bengal and East Indian Railways also quoted special return journey fares in conjunction with steamer companies to develop Buddhist pilgrim traffic.

The following were some of the more important melas for which special arrangements were made:—

(i) *Anniversary of the Mulagandha Kuti Vihara, Sarnath (Bengal and North-Western Railway).*—Publicity propaganda was conducted with satisfactory results to induce Buddhists from the Arakan coast and certain other places to travel to Benares and Gaya *viâ* Calcutta.

(ii) *Pushkar fair at Ajmere (Bombay, Baroda and Centarl India Railway).*—A temporary enquiry office was again opened this year to assist passengers generally.

(iii) *Adh Kumbh fair at Allahabad (East Indian Railway).*—This mela was held in January-February 1936. About 250,000 passengers were carried to Allahabad, but the arrangements that were made contemplated a very much larger number travelling.

(iv) *Nankana Sahab Fair (North Western Railway).*—This fair was held on the 10th November 1935, and the same special arrangements were made as in the previous year for booking passengers from temporary booking offices located near lorry stands and for their transport to the railway station. An additional facility was provided by booking passengers from the fair grounds on completion of the mela. The increase in earnings, due to these arrangements combined with the issue of the cheap third class return tickets from 72 stations on the North-Western Railway to Nankana Sahab and the issue of cheap third class single tickets from Lyallpur to Nankana Sahab, was very encouraging.

52. Wagon position.—During the year under review, the number of wagons was sufficient to meet all demands. The number loaded increased by approximately 129,000 equivalent to 3·1 per cent. more than in the previous year. Despatches of coal increased by approximately 67,900 tons representing an increase of 0·37 per cent. over the previous year.

53. Neutral examination of interchanged Wagon Stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions :—

Agra Cantonment.	Khanalampura.
Ajni-Nagpur.	New Delhi.
Chheoki.	Raichur.
Ghaziabad.	Waltair.

CMR type covered wagon.
An Indian Railways' standard covered wagon suitable for animal transport.

The system of neutral umpires introduced in July 1932 at Gomoh and in February 1934 at Katni Murwara, was continued.

54. Railway Collieries.—The output from the principal railway collieries during 1935-36 compares with the previous year's output as follows :—

Colliery.	Owned by	Output (tons).	
		1934-35.	1935-36.
1. Joint Bokharo . . .	E. I. & B. N. . .	672,266	**611,501**
2. Joint Sawang . . .	E. I. & B. N. . .	59,235	**50,641**
3. Kurharbaree and Serampore .	State	771,137	**712,964**
4. Bhurkunda	State	104,113	**88,030**
5. Kargali	State	445,172	**435,340**
6. Argada	B. N.	251,316	**260,703**
7. Talcher	B. N.	106,265	**158,341**
8. Jarangdih	B., B. & C. I. and M. & S. M.	118,420	**103,462**
9. Talcher	M. & S. M. . . .	141,916	**150,005**
10. Kurasia	B., B. &. C. I. . .	122,895	**153,332**

State Railway Collieries.

(i) *Bhurkunda Colliery.*—The output of the Colliery was still under restriction. No development work was done during the year and several inclines had to be kept closed. The supply of labour was satisfactory and the health of the community good.

(ii) *Kargali Colliery.*—No development work of importance was undertaken during the year except the installation of a 35 HP Haulage complete with housing. The supply of labour was satisfactory and the health of the community good.

(iii) *East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.*—No constructional work was carried out at this colliery during the year under review. On the 12th of August the river Konar rose to an unprecedented height and flowed into the abandoned No. 1 Quarry which was completely inundated. The influx of water into the underground workings rendered it necessary to withdraw the pumps. Dewatering was started in December and the water has been pumped out. The supply of labour was satisfactory and the health of the community was good. There were no accidents during the year.

(iv) *East Indian and Bengal Nagpur Railways' Joint Bokharo Colliery.*—No new construction was undertaken at this Colliery during the year under review. Screening plants, haulages and the pumping plant have worked satisfactorily. The supply of labour was plentiful. There were 26 cases of small-pox of which two proved fatal. New filter beds were put into commission on 24th March 1936 and the supply of good drinking water is now plentiful.

(*a*) *Quarry No. 1.*—The water which accumulated in the bottom Section of this quarry during excessive rainfall in August last was pumped out by the end of January. It has since been possible to extract most of the floor coal in this area. A new dip haulage to deal with the coal at the southern dip of the quarry is being arranged for. A scheme has been drawn up for the development of the area on the east of the Godo Nala.

(*b*) *Quarry No. 2.*—The haulage gallery referred to in the Report for 1934-35 has been completed and the newly aligned haulage is working satisfactorily.

(*c*) *Quarry No. 3.*—The main haulage has been realigned and diverted to the east in order to facilitate the extraction of the thick coal at this point. A new pumping shaft is being sunk to the south-east of the present shaft. When this has been completed, a large area of thick coal can be won in the vicinity of the present shaft.

(v) *Giridih Collieries*—(*a*) *Serampore Colliery—Central Pits.*—Conditions underground have improved considerably since the report for 1934-35 and the output has been satisfactory. There have been no fresh outbreaks of fires underground. The new auxiliary haulage has been put into commission and is working satisfactorily, and the underground haulages and screening plants worked satisfactorily throughout the year.

Deep Pit.—Conditions underground have been satisfactory. The development galleries through the dyke progressed well but the area proved is still very faulty and disturbed.

16-A Pit.—Conditions in the fire area are the same as last year. There is no reason to suspect that the fire is active as the temperature within the fire dams has not risen.

(*b*) *Kurharbaree colliery.*—Underground conditions have generally improved.

Nos. 1 and 2 Jubilee Pits.—An ignition of firedamp occurred on 28th May and it was decided in the interests of safety to introduce safety lamps at No. 1 Jubilee mine. Second hand oil lamps were procured temporarily. 1,000 electric safety lamps will shortly be put into use. Development of the area through the dyke has made fair progress. Faulty ground and bad roof have been encountered and have retarded the progress of the development galleries in some instances. The additional 60,000 gallons per hour pump has been put into commission.

Joktiabad Pit.—Difficulties due to treacherous roof have been experienced in No. 18 Side, otherwise conditions underground have been satisfactory. The additional auxiliary pumps installed in No. 18 Side have dealt with the income of water satisfactorily.

Sariabad.—Pillar extraction on the southern boundary was commenced during the year under review. The roof is very treacherous and has to be heavily timbered. A connection was made with the old Domohani workings during the year. This area was closed down many years ago. The condition of the workings is good and this coal will be kept as a reserve for the present.

Kalimaran.—Development has made good progress and pillar extraction was started on the eastern side of the dip workings. No. 1 Side has been dewatered and opened up.

(*c*) *Bye Products—Coke Ovens.*—The outturn from the Bye-Product Coke and Benzol Plant was as follows :—

1. Coke	20,555	tons.
2. Tar	899	,,
3. Sulphate of Ammonia	233	,,
4. Benzol	34,078	gallons.
5. Rectified Solvent Naptha	950	,,

There were 106 accidents at the Collieries out of which 69 proved fatal.

All plant and machinery have been maintained in a satisfactory working order during the year under review.

(vi) *Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery.*—Outstanding gallery connections in the Rise District were made and the ventilation of this section has now an uninterrupted course. Coal winning was chiefly confined to the West Rise Section where considerable progress was made, this Section being comparatively free from gas. Bricking was extended 56 ft. in the West Water Gallery and the roof secured with girders. Two Igneous Dykes, approximately parallel and 170 ft. apart, were encountered in the main inclines and had to be blasted through. Some of the levels on the South side of No. 5

Incline having gone a distance of 2,000 ft. a new connection with the surface (No. 5 Incline) was made which is being opened out to serve as a main haulage road. Two 10 H.P. and one 3 H.P. electrically driven pumps were installed in the workings and are operating satisfactorily. The rope guides in No. 2 Shaft have been replaced by rail guides supported on girder buntons. Work on the installation of a 150 H.P. Haulage at No. 5 Incline and on the Endless Haulage from No. 5 Incline to the Loading Depôt is progressing satisfactorily.

(vii) *Bombay, Baroda and Central India Railway's Kurasia Colliery.*—The following principal works were done at this colliery during the year under review.

Labour quarters.—The remaining 14 blocks of Dhowrahs against the 1934-35 programme were completed.

Staff quarters and buildings.—Three blocks of artisan quarters were undertaken and completed during the year. Two blocks of two units each Junior Subordinate staff quarters were completed in addition.

Power House.—The work on the Power House extension was undertaken and completed with the exception of flooring.

Erection of New Belliss Engine.—The foundation for the engine was completed and the work of erection put in hand.

Siding.—Spreading of ballast in formation was finished excepting a small portion where the siding is to be linked with the Bengal Nagpur Railway.

Cutting for a trap siding and buffer end near station yard is nearly completed. The Broad Gauge slack line underneath the screening plant was also completed.

Incline Development.—The total progress during the year is given below—

No. 2 Incline	751 ft.
No. 3 Incline	699 ,,

(viii) *Madras and Southern Mahratta Railway's Talcher Colliery.*—The development of this colliery proceeds steadily. Recently some faults have been met in the East Panels and in parts of this area the tenderness of the roof has necessitated heavy timbering.

(ix) *Bengal Nagpur Railway's Talcher Colliery.*—The development of this colliery is still in progress. Raisings during the year under review amounted to 158,341 tons.

Coal mined in India.—In 1935 the coal mined in the various provinces of British India amounted to 21,014,469 tons as against 20,243,977 tons in 1934 or an increase of 770,492 tons.

Quantity of coal despatched by rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows—

East Indian Railway	12,842,649 tons.
Bengal Nagpur Railway	7,875,360 ,,

Shipment of coal from Calcutta.—Shipments including bunker coal from the Port of Calcutta to Indian and foreign ports during 1935-36 amounted to 2,471,050 tons of which 280,869 tons were on account of Indian Railways as compared with 388,760 tons in 1934-35. No Indian coal was shipped to the Ceylon Government Railway.

Tonnage of coal inspected by the State Railway Coal Department.—The State Railway Coal Department inspected 6,332,104 tons coal during 1935-36 as compared with 6,638,649 tons in 1934-35.

Indian Coal Grading Board.—The State Railway Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various Ports during 1935 was 1,883,872 tons and inspections were carried out by this Department both at the collieries and Kidderpore Docks.

CHAPTER V.

ROLLING STOCK AND MATERIALS.

55. Additions to equipment.—During the year the following rolling stock, including arrears brought forward from previous years, was ordered for broad and metre gauge railways:—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	55	55
Coaching Stock	814	619
Goods Stock	4,358	2,010

Those actually placed on the line by the end of the year were as follows:—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	35	16
Coaching Stock	349	257
Goods Stock	3,996	1,441

The numbers of coaching and goods stock shown in the preceding paragraph are stated in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they also include stock built in replacement of stock which had reached the end of their useful life.

No broad or metre gauge locomotives were obtained as additions during the year. On the broad gauge 128 locomotives were scrapped during the year, of which 35 were replaced so that the number of locomotives on 31st March, 1936, was 93 less than at the beginning of the year. The number of metre gauge locomotives at the end of the year was 7 less than at the beginning, 23 being scrapped during the year, 16 of which were replaced. The average tractive effort per engine rose in the course of the year from 25,531 lbs. to 25,717 lbs. on the broad gauge and from 15,033 lbs. to 15,158 lbs. on the metre gauge.

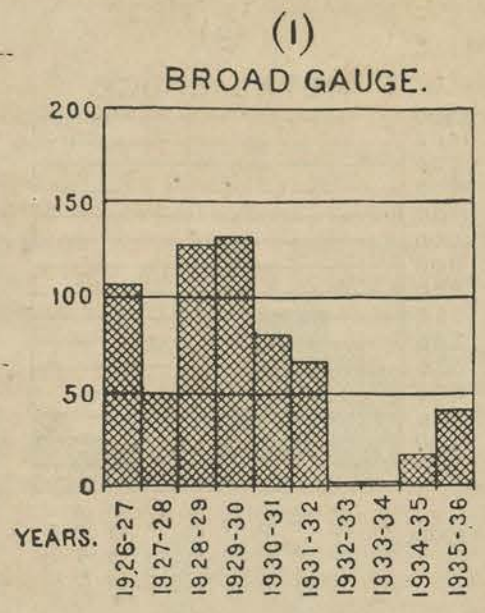
Coaching vehicles.—There was no addition to the number of coaching stock on the broad and metre gauge. The number of broad gauge coaching vehicles at the end of the year was 201 less than at the beginning, due to 550 being scrapped during the year, of which 349 were replaced. On the metre gauge, the number of coaching vehicles at the end of the year was 133 less than at the beginning, 390 being scrapped during the year, of which 257 were replaced.

Wagons.—There was a net addition of 234 wagons on both the broad and metre gauges; on the broad gauge 3,762 wagons were scrapped during the year against an addition of 3,996. On the metre gauge, 1,207 wagons were scrapped during the year and 1,441 wagons were added.

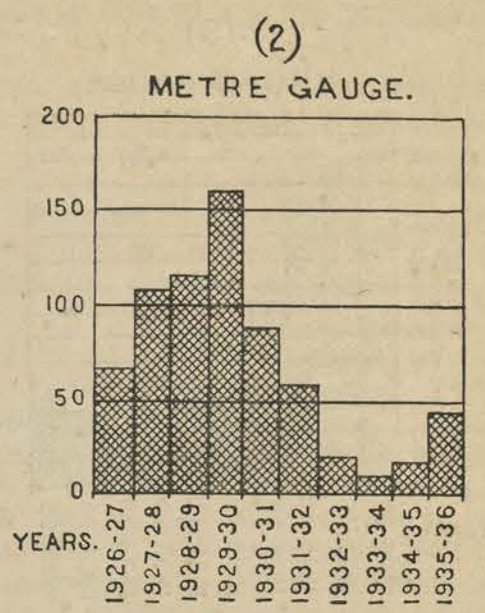
The graphs on the following pages show the total numbers of locomotives, boilers, carriages and wagons provided for in the programmes of Class I Railways during the past ten years. These figures include replacements and renewals.

56. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to approximately 70,000 tons of rails and 3,023 tons of fishplates were placed with the Tata Iron and Steel Company, Limited.

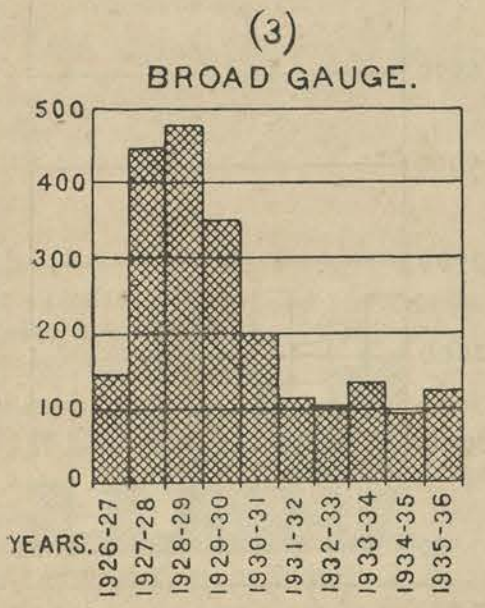
57. Purchases of timber for Carriage and Wagon building.—The consumption of timber for Carriage and Wagon building increased appreciably, but still remained relatively low due to the limited new construction programme. The value of the timber other than sleepers bought by Class I Railways (other than His Exalted Highness the Nizam's State and the Jodhpur Railways) during the year was Rs. 40·28 lakhs, compared with



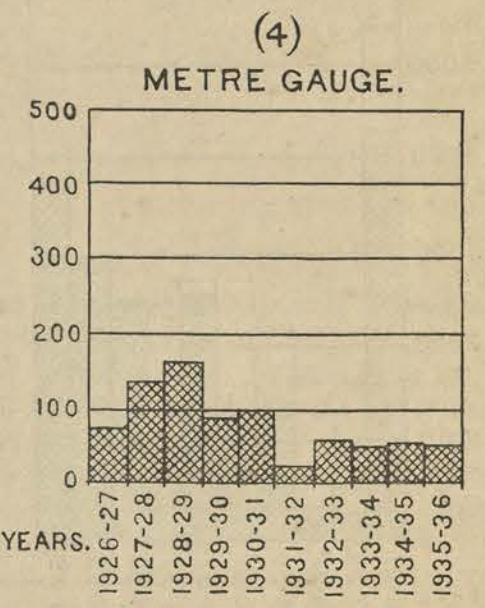
Number of locomotives provided in the rolling stock programme.



Number of locomotives provided in the rolling stock programme.



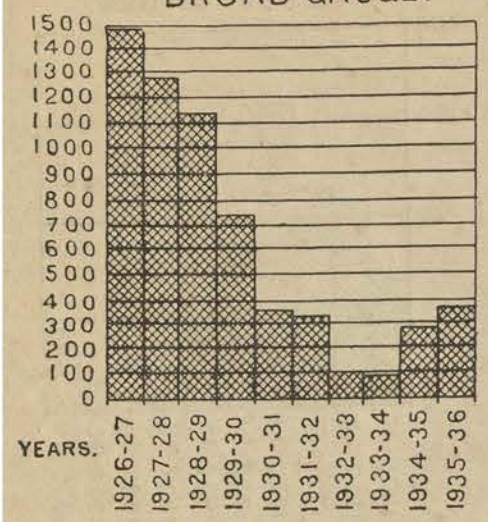
Number of boilers provided in the rolling stock programme.



Number of boilers provided in the rolling stock programme.

(5)

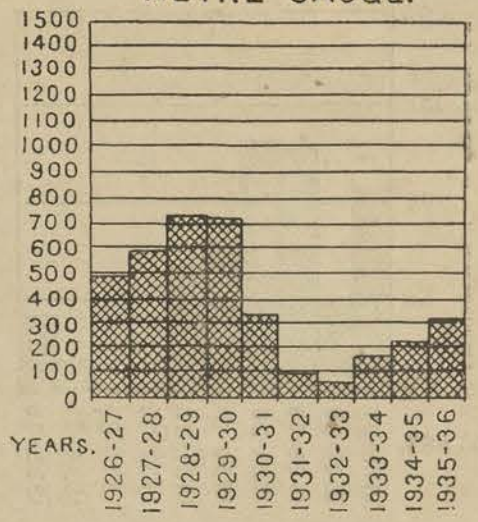
BROAD GAUGE.



Number of coaching stock units provided in the rolling stock programme.

(6)

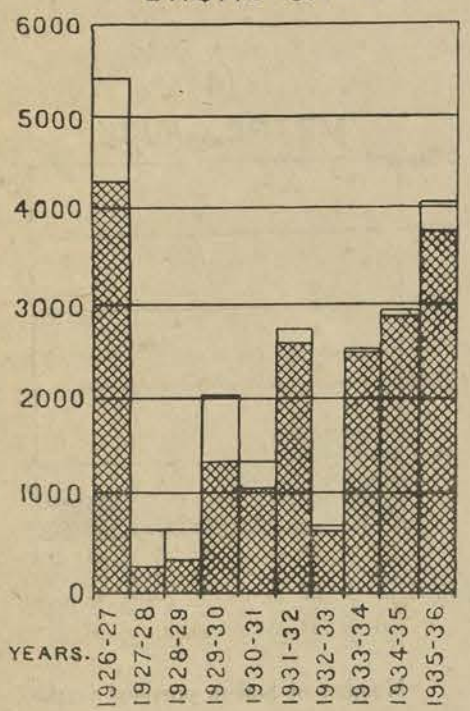
METRE GAUGE.



Number of coaching stock units provided in the rolling stock programme.

(7)

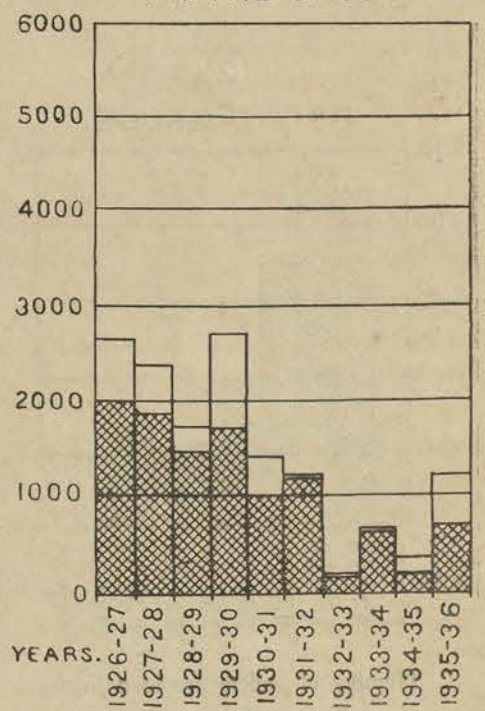
BROAD GAUGE.



General service and other types of wagons in units provided in the rolling stock programme.

(8)

METRE GAUGE.



General service and other types of wagons in units provided in the rolling stock programme.

General service wagons shown thus

Other types shown thus

Rs. 30·46 lakhs in 1934-35, Rs. 21·51 lakhs in 1933-34 and Rs. 14·17 lakhs in 1932-33.

The seasoning kilns at Lillooah, East Indian Railway, remained closed, chiefly owing to the price of teak, with which kiln seasoned woods of other species were unable to compete. The East Indian Railway reported that during 1934-35, 207 coaching vehicles and 11 sheep vans, partly built with timbers other than teak, passed through shops and were inspected. Although some of the timbers were found to have shrunk, warped or split at the ends, they were not so bad as to warrant changing. The general condition of the timber used in these vehicles was found to be fair.

The question of sawmill wastage was examined further during the year, with a view to compiling more accurate data on the actual consumption and real cost in the job of various woods, allowing for the different forms in which timber is bought, and the different wastages involved. Accurate figures for 1935-36 are not yet available. The corrected figures for 1934-35 show that the total consumption in that year by all Class I Railways other than the Burma Railways, His Exalted Highness the Nizam's State Railway, and the Jodhpur Railway was 34,173 tons in terms of round logs, compared with 29,471 tons in 1933-34. The percentage of Burma teak bought, in terms of round logs, was approximately 37, compared with some 34 per cent. in the previous year. The increase was due apparently to the slight rise in new construction, for which Burma teak is specially required.

58. Wooden Sleeper Purchase Organisation.—The total purchases of wooden sleepers during the last three years have been :—

(Number of sleepers in lakhs.)

	1933-34.	1934-35.	1935-36.
Broad Gauge . . .	12·37	12·09 (*a*)	12·29
Metre Gauge . . .	10·29	13·90 (*b*)	14·11
Narrow Gauge . . .	2·20	1·51	1·42

The relative position of the various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I Railways :—

	1935-36.			
	Wood.	ast Iron.	Steel.	Other kinds.
Broad Gauge . .	42·8	39·8	17·2	0·2
Metre Gauge . .	71·7	5·8	22·4	0·1

The wooden sleeper track mileage of all gauges on Class I Railways on March 31st, 1936, was 27,947 out of a grand total of 53,271 miles.

No wooden sleepers were imported from abroad. The prices of *sal* sleepers in the Eastern Group in 1935-36 averaged about Rs. 5-1-2 for broad gauge and Rs. 2-0-1 for metre gauge during the year.

At Dhilwan on the North Western Railway the following soft wood Broad Gauge sleepers from coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. liquid fuel :—

——	Fir.	*Chir* pine.	*Kail* pine.	Deodar.	TOTAL.
Number of sleepers treated . . .	42,743	133,089	47,797	113,651	337,280
Average absorption of creosote per sleeper .	5·80	5·99	5·90	4·12	..
Average absorption of liquid fuel . .	8·71	8·99	8·89	6·18	..
Average total absorption per sleeper . .	14·51	14·98	14·79	10·30	..
Approximate average absorption per cubic feet.	4·84	4·99	4·93	3·43	..

NOTE.—(*a*) This revised figure corrects the figure 17·40 in the Annual Report of 1934-35.
(*b*) This revised figure corrects the figure 13·30 in the Annual Report of 1934-35.

The prices of the sleepers, including all charges, were:—

	Untreated.	Treated.	Cost of treatment.
	Rs. A. P.	Rs. A. P.	Rs. A. P.
Deodar . . .	4 12 0	5 12 0	1 0 0
Kail pine . . .	3 8 0	4 11 6	1 3 6
Chir pine . . .	3 1 0	4 10 3	1 9 3
Fir	2 14 0	3 14 6	1 0 6

The total number of sleepers treated at Dhilwan during the year was less than in 1934-35 and the cost of treatment higher on that account. The price of the untreated sleepers was lower and reduced the final cost of the treated sleeper below the cost in 1934-35.

9,934 sleepers were treated with "Ascu" (a patented form of water soluble preservative, consisting of copper sulphate, arsenic and potassium dichromate) and then dipped in oil and bitumen to retard splitting. These sleepers are to be laid in the track near normal creosoted sleepers, for comparison.

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State and the Jodhpur Railways) was Rs. 1·14 crores compared with Rs. 1·06 crores in 1934-35, Rs. 0·92 crores in 1933-34, and Rs. 1·59 crores in 1931-32.

The annual meeting of the Sleeper Pool Committee was held at New Delhi on the 6th of November, 1935.

59. Value of railway materials purchased.—The statement below has been revised to accord with the existing Classification of Stores which was introduced in 1932. A strict comparison with the values of the purchases during the previous year is therefore not possible, as corresponding figures under the various groups, as revised, are not available for 1934-35.

The value of stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways which are mainly the property of Indian States) shows an increase from Rs. 14·13 crores in 1934-35 to Rs. 15·57 crores in 1935-36. Of the total increase of Rs. 1·44 crores, Rs. 79 lakhs were accounted for by "imported materials" and Rs. 65 lakhs by "indigenous materials".

Particulars.	Value of imported materials.			Value of indigenous materials.	Total purchases 1935-36.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.		
	Rs. Crores.	Rs. Crores.	Rs. Crores.	Rs. Crores.	Rs. Crores.
A. Bridge work and its parts, fittings and special fastenings.	0·01	0·01	0·02	0·11	0·13
B. Engineering Plant and components including all hand and power machinery.	..	0·09	0·09	..	0·09
C. Workshop machinery, plant and equipment including pneumatic machinery and tools.	0·10	0·16	0·26	0·01	0·27
D. Permanent way material and Track tools	0·07	0·10	0·17	2·82	2·99
E. Rolling stock	0·77	1·58	2·35	1·29	3·64
F. Building materials, water mains, sewage system and track and yard enclosing material and signal and Interlocking material, etc.	0·02	0·18	0·20	0·31	0·51

Particulars.	Value of imported materials.			Value of indigenous materials.	Total purchases 1935-36.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.		
	Rs. Crores.	Rs. Crores.	Rs. Crores.	Rs. Crores.	Rs. Crores.
G. Stores Hardware, copper, Tin and Zinc ware, all leather, canvas and India rubber in bulk, Metals, Painters stores, Timber and Fuel and fuel oil, etc.	0·16	1·07	1·23	3·53	4·76
H. Electrical and Train and locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	0·10	0·56	0·66	0·08	0·74
All other stores	0·07	0·94	1·01	1·43	2·44
TOTAL .	1·30	4·69	5·99	9·58	15·57

60. Value of stores purchased by State-managed and Company-managed Railways during 1931-32 to 1935-36, value of stores purchased by those Railways through the Indian Stores Department and value of stores purchases controlled by the Railway Board for those railways during that period.—A statement is given below showing the value of stores imported direct, imported stores purchased in India and indigenous stores purchased by the State-managed and Company-managed Railways during the years 1931-32 to 1935-36, together with the value of stores purchased by those railways through the Indian Stores Department and also the value of stores purchases controlled by the Railway Board during the same period :—

Railways.	Total value of stores purchased.				Value of stores purchased through Indian Stores Department.	Percentage of Column 6 to Column 5.	Value of stores purchases controlled by the Railway Board.	Percentage of Column 8 to Column 5.
	Stores imported direct.	Imported stores purchased in India.	Stores of Indian manufacture or of indigenous origin.	Total.				
1	2	3	4	5	6	7	8	9
1931-32.								
State-managed .	1,03,23	2,91,56	5,47,71	9,42,50	1,18,08	12·53	4,51,48	47·90
Company-managed .	1,41,21	1,28,46	3,87,24	6,56,91	7,87	1·20	1,73,73	26·42
TOTAL .	2,44,44	4,20,02	9,34,95	15,99,41	1,25,95	7·87	6,25,21	39·10
1932-33.								
State-managed .	8,54	2,26,28	3,95,16	6,29,98	1,46,84	23·38	2,61,05	41·44
Company-managed .	79,00	1,07,12	2,87,83	4,73,95	4,70	0·99	95,87	20·23
TOTAL .	87,54	3,33,40	6,82,99	11,03,93	1,51,54	13·72	3,56,92	32·33
1933-34.								
State-managed .	6,81	2,50,63	4,94,51	7,51,95	1,70,93	22·73	3,22,17	42·84
Company-managed .	66,36	1,12,71	2,65,56	4,44,63	3,81	0·85	77,58	17·45
TOTAL .	73,17	3,63,34	7,60,07	11,96,58	1,74,74	14·60	3,99,75	33·40
1934-35.								
State-managed .	5,40	2,57,11	5,42,69	8,05,20	2,53,51	31·48	3,48,19	43·24
Company-managed .	1,10,90	1,45,65	3,51,58	6,08,13	6,15	1·01	1,40,18	23·05
TOTAL .	1,16,30	4,02,76	8,94,27	14,13,33	2,59,66	18·37	4,88,37	34·55
1935-36.								
State-managed .	**6,37**	**3,36,88**	**6,14,15**	**9,57,40**	**2,78,11**	**29·05**	**4,05,78**	**42·38**
Company-managed .	**1,23,99**	**1,32,21**	**3,43,68**	**5,99,88**	**6,76**	**1·13**	**1,40,28**	**23·38**
TOTAL .	**1,30,36**	**4,69,09**	**9,57,83**	**15,57,28**	**2,84,87**	**18·29**	**5,46,06**	**35·06**

It will be seen that the value of stores imported direct by the State-managed Railways has decreased from Rs. 103·23 lakhs in 1931-32 to Rs. 6·37 lakhs in 1935-36. This is the direct result of new stores purchase rules (commonly known as the rupee tender system), which became obligatory on those railways with effect from 1st January 1931. The value of indigenous stores purchased by these railways has increased from Rs. 547·71 lakhs in 1931-32 to Rs. 614·15 lakhs in 1935-36. The value of stores purchased by these railways through the Indian Stores Department has also been increasing steadily.

In the case of Company-managed Railways, the value of stores imported direct decreased during the aforesaid period from Rs. 141·21 lakhs to Rs. 123·99 lakhs.

61. Purchase of Stores by railways through the Indian Stores Department.—The total value of stores purchased by all railways through the agency of the Indian Stores Department during the year under review amounted to Rs. 290·21 lakhs of which Rs. 29·10 lakhs represented the value of textiles and Rs. 261·11 lakhs the value of engineering stores. The list of items, the purchase of which by the State-managed Railways through the agency of the Indian Stores Department is obligatory, was reviewed and the following items of railway stores were added to the list:—

Machine tools of all kinds and accessories, not already included in the list;

Hand and steam cranes of all kinds (with the exception of break down cranes);

Special rails not included in the Railway Board's contract with Messrs. The Tata Iron and Steel Company;

Rail anchors, Diesel Engine locomotives and rail cars;

Wheels and wheel centres for carriages and wagons;

All standardized signalling and interlocking fittings and pig lead.

The value of stores purchased by railways through the Indian Stores Department increased from Rs. 264·98 lakhs during the previous year to Rs. 290·21 lakhs during the year under review.

62. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of Carriage and Wagon Stock.—The results obtained during the year under review and the nine previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles, for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form on the two following pages:—

63. Central Standards Office.—At the commencement of the year under review the Central Standards Office for Railways which was created on the 1st of March 1930 on a temporary basis for a period of five years, was made permanent with effect from 1st April 1935, with a staff consisting of—

Chief Controller of Standardization,

two Deputy Chief Controllers of Standardization,

three Assistant Chief Controllers of Standardization,

together with increased office and drawing office establishment.

During the year under review the Civil Engineering Branch of the Central Standards Office standardized broad gauge plate girders 60′ and 80′ spans of mild steel for ML and HM loadings. After successful trial manufacture of—

(1) 1 in 12 and 1 in 8½ scissors crossovers, 17′ and 15′-6″ track centres, Broad Gauge 90R;

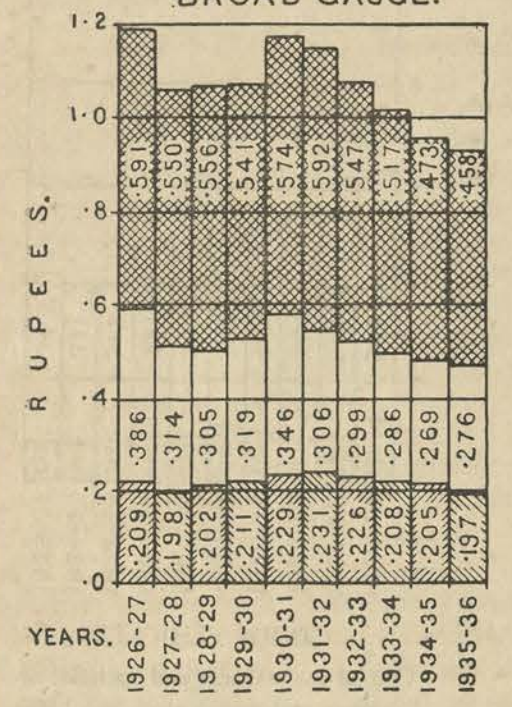
(2) 1 in 12 and 1 in 8½ turnouts on pressed steel trough sleepers with two way keys and loose jaws, Broad Gauge 90R;

Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.

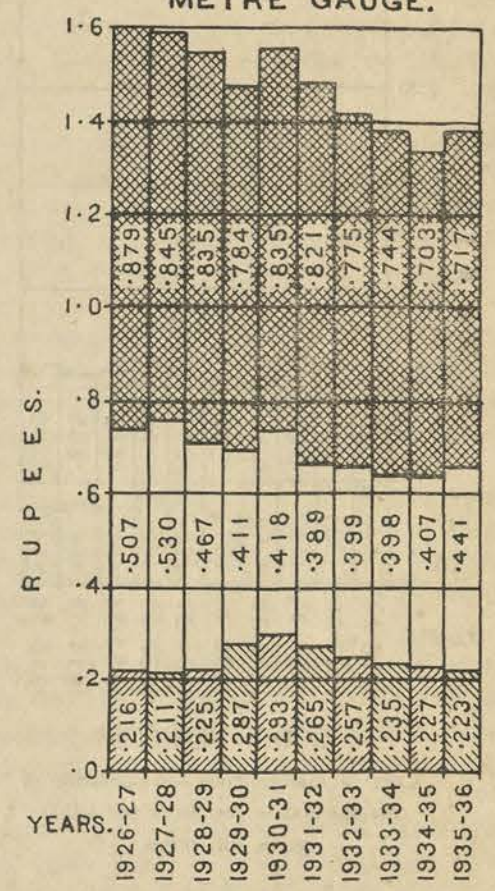
(1)

BROAD GAUGE.



(2)

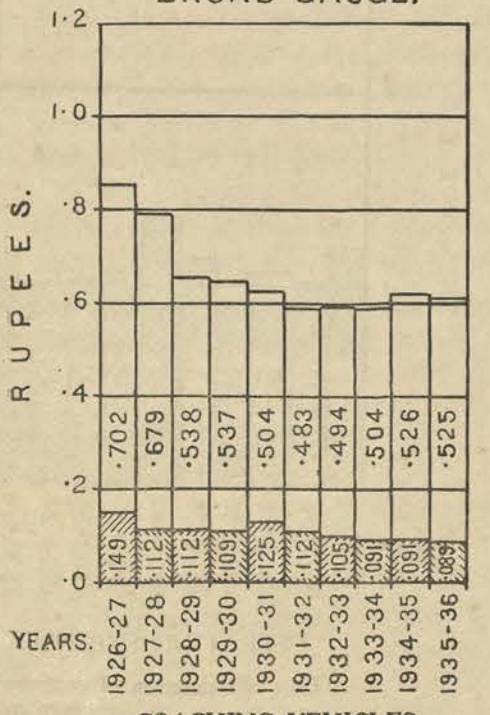
METRE GAUGE.



COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.

(3)

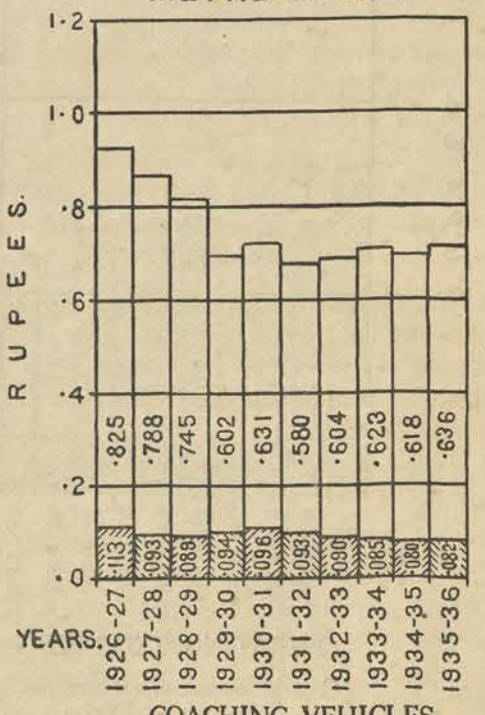
BROAD GAUGE.



COACHING VEHICLES.

(4)

METRE GAUGE.

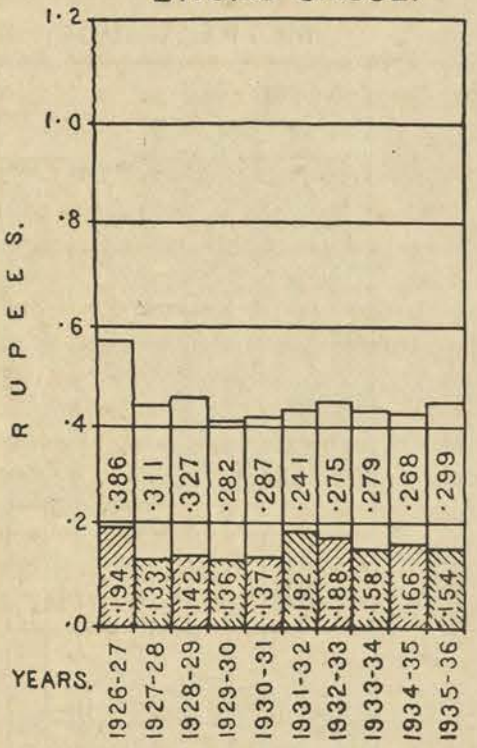


COACHING VEHICLES.

Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

(5)

BROAD GAUGE.

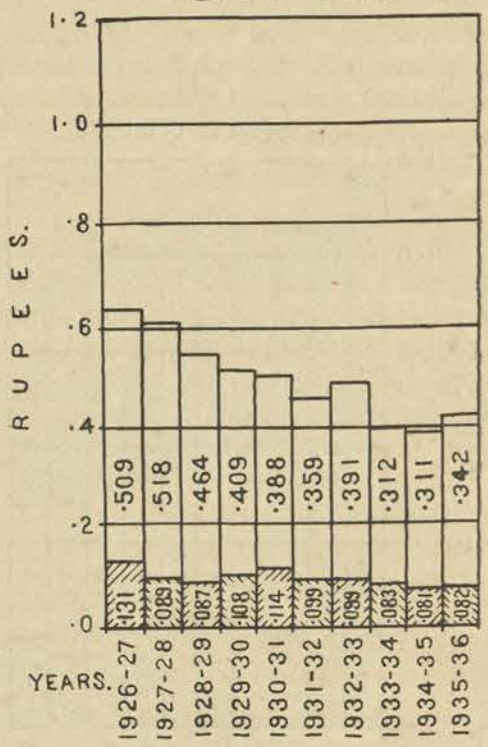


GOODS VEHICLES

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(6)

METRE GAUGE.

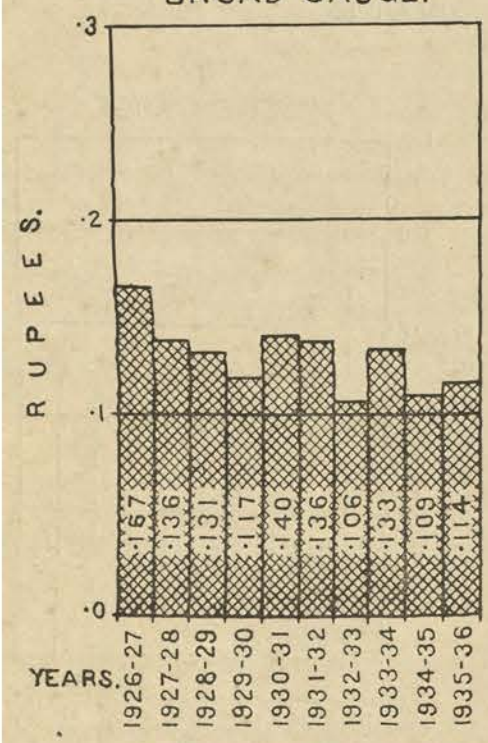


GOODS VEHICLES

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(7)

BROAD GAUGE.

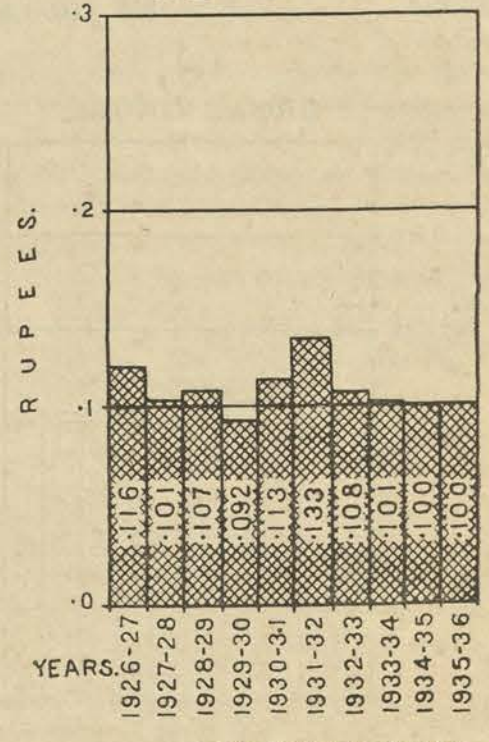


OPERATING EXPENSES

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(8)

METRE GAUGE.



OPERATING EXPENSES

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(3) 1 in 12 turnout, Broad Gauge 75R, and 1 in 12 and 1 in $8\frac{1}{2}$ turnouts, Metre Gauge 50R; and

(4) stretcher bars for Metre Gauge switches

the sets of drawings comprising these designs were finally standardized and issued to Railway Administrations.

In addition to the above, the following designs were undertaken by the Central Standards Office and issued as tentative standards to Railway Administrations :—

Permanent Way.—Designs of pressed steel trough sleepers for broad gauge incorporating a new type of rail fastening, *viz.*, Central Standards Office type loose jaw and for metre gauge steel sleepers with pressed up lugs and standard two way keys. With a view to reducing the maintenance costs of permanent way laid on cast iron sleepers the Central Standards Office completed a design of a new type of cast iron sleeper for 90 and 115 lb. rail sections. In conjunction with this design a special cast iron joint sleeper was also designed to improve the conditions of support at rail joints. Complete sets of drawings for 1 in $8\frac{1}{2}$ scissors crossovers, 14′-6″ track centres, Metre Gauge 60R; 1 in $8\frac{1}{2}$ diamond crossings with single and double slips for Metre Gauge 60R; 1 in 12 and 1 in $8\frac{1}{2}$ Broad Gauge 115 switches and crossings on steel trough sleepers with two way keys and loose jaws and 1 in $8\frac{1}{2}$ switches and crossings for Metre Gauge 75R and 60R were prepared and will be issued as Indian Railway Standards after their dimensional accuracy has been approved by actual manufacture.

Bridges.—Complete sets of designs for the broad gauge 100′ span high tensile steel plate girder bridges for HM loading were prepared and issued. Similar designs for ML loading were commenced. A standard profile of 350′ span high tensile steel truss girders was also prepared and issued to railways. Broad gauge 80′ high tensile steel plate girders, HM and ML loadings were also commenced. Designs of 80′ span mild steel plate girders for metre gauge, both HM and ML loadings, were commenced. Designs of cast iron sleeper pads for broad gauge and metre gauge span girders were prepared.

Roofs and similar Steel Structures.—Designs were prepared for the following widths of island passenger platform roofs :—

Broad Gauge 34′, 60′.

Metre Gauge 20′-2″, 23′, 30′, 34′-8″, 37′-2″, 50′ and 60′-8″.

Lighter and cheaper designs of passenger shelters for broad and metre gauge platforms, where traffic does not justify the adoption of Indian Railway Standard roofs giving full cover, were also prepared and issued to railways.

Arches and other masonry structures.—Designs for 10′ and 12′ span, three centre arches, both for HM and ML loadings, were issued to railways. Similar designs of 15′ span were commenced.

On the Mechanical Engineering side of the Central Standards Office, further I. R. S. wagon and underframe part drawings were prepared and issued besides keeping the master set of part drawings relating to wagons, underframes, automatic vacuum brake, coaching body and truck tool drawings up-to-date.

Drawings were prepared of a revised design of locomotive bogie with longer journals, a new experimental design of metre gauge coaching bogie, and a new trial design of broad gauge carriage and wagon draft gear to save weight and cost pending the change over to the central buffer coupler.

Particular specifications were prepared in connection with the 1936-37 requirements of I. R. S. wagons and underframes for Indian Railways and assistance was given to railways in the preparation of the particular specification for the XT type locomotives.

The question of the most economical paints for wagons and underframes has been under active investigation in close collaboration with the Indian Stores Department, Industrial Intelligence and Research Bureau and the Government Test House at Alipore. Exposure tests are being carried out at Delhi and Alipore on panels painted with paints of various brands and formulae.

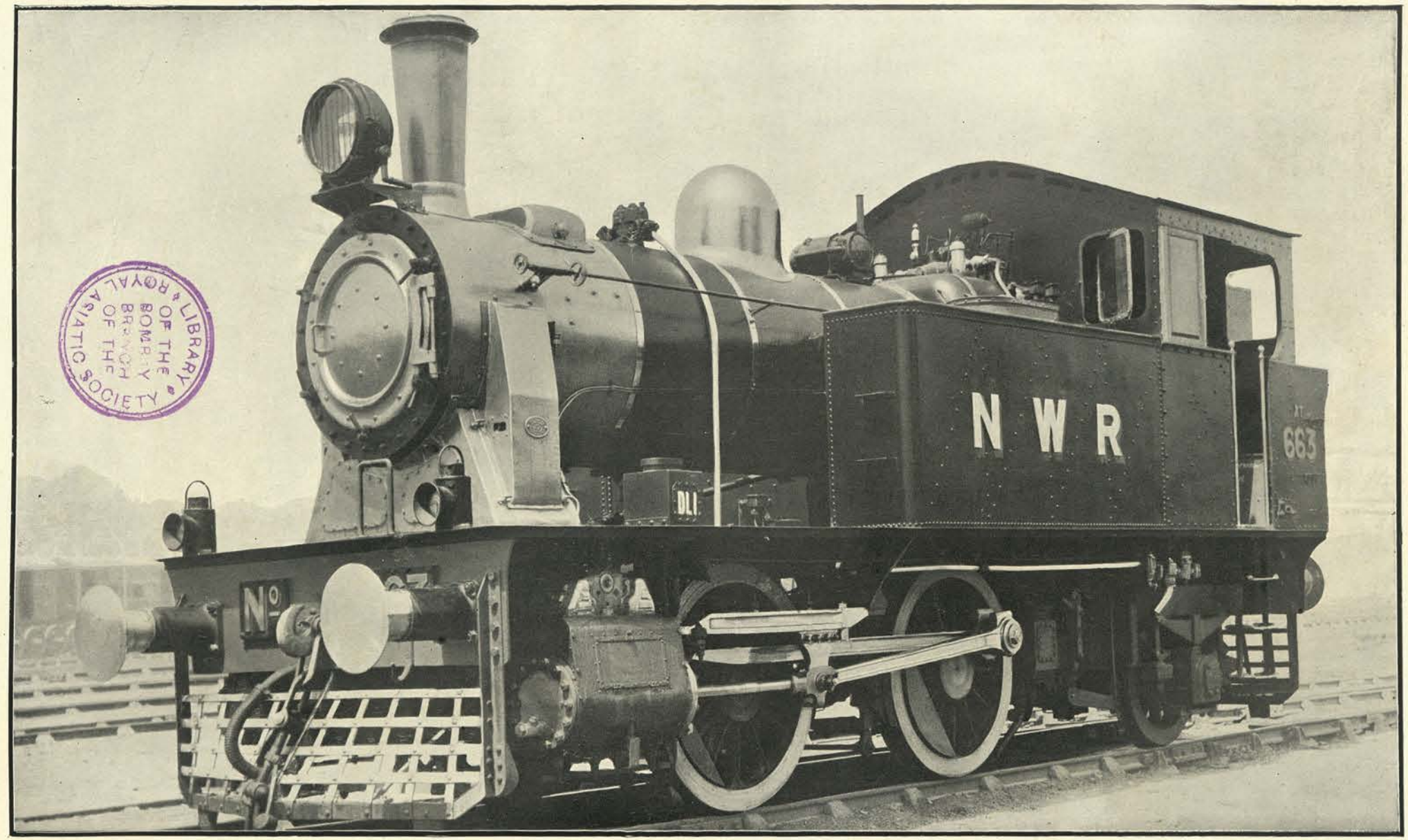
The question of the suitability of re-rolled carriage and wagon tyres for spring steel was also examined. As fatigue tests on carriage and wagon laminated bearing springs manufactured from re-rolled carriage and wagon tyres have demonstrated that they are not inferior to springs imported or assembled from imported spring steel sections, arrangements will be made to roll from scrap carriage and wagon tyres, the laminated spring steel requirements of the State Railways.

On the specification side 8 new I. R. S. specifications were issued and 26 I. R. S. specifications were revised during the year under reference. In addition 15 new and revised I. S. D. specifications and two B. S. specifications were adopted for use on Railways.

64. Locomotive Standards Committee.—During the year under review, the Locomotive Standards Committee met in December 1935. At this meeting information collected from railways regarding locomotive hot bearings was reviewed, and further information on the subject has been called for. Railways have been instructed to carry out extensive trials with special alloys such as Nickel Chromium Cast Iron, Molybdenum Cast Iron, Firthag Steel, Nitralloy Steel, Meehanite Iron, for bushes for wheel hub liners and coupling rods with floating bushes. Trials have also been inaugurated in regard to the design of several other items such as bogie, hind truck, drawgear, feed water heater, etc. As usual, a large number of minor modifications (necessitated by experience of the Indian Railway Standard locomotives in service) were accepted for inclusion in new I. R. S. locomotives and adoption as far as possible on existing I. R. S. engines. Reports regarding the altered design of the YF type locomotives were received and it is proposed to carry out this alteration on existing YF engines to ensure better riding at high speeds.

Dynamometer Car.—Load-speed curves for the XA, XB, XC, XD and XE type locomotives derived from Dynamometer Car tests were examined by the Committee. Trials of mechanical stokers on locomotives were concluded, and it was shown that by the use of this system of firing the capacity of the larger locomotives is increased. As the trials also showed that mechanical stokers involve heavy maintenance and less efficient coal consumption, the Committee did not recommend their introduction except in cases where service conditions necessitate the development of maximum capacity over prolonged periods.

65. Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee met twice during the year once in November 1935 and second time in March 1936. At these meetings besides dealing with a number of minor modifications in design of rolling stock and components, both mechanical and electrical, necessitated from experience in service, the Committee examined the proposed new design of I. R. S. III Class body and suggested a number of alterations. Draft I. R. S. specifications and drawings for vacuum gauges and lavatory fittings were also examined by the Committee. As a result of the Committees recommendation, designs have been taken in hand for a low tare CR type wagon, in which lighter sections of high tensile steel will be utilised and fabricated by arc-welding. Fifteen 68 feet high tensile steel coaching underframes in which a saving of $3\frac{1}{2}$ tons in weight has been effected are now under construction in the East Indian Railway Workshops at Tatanagar against the 1936-37 requirements of railways. Preliminary designs of a new bogie motor and parcel van for which there was a demand from railways were also examined by the Committee.



ROYAL ASIATIC SOCIETY LIBRARY OF THE BOMBAY BRANCH OF THE

XT Locomotive.

An Indian Railways' standard designed to handle light traffic in competition with road transport.

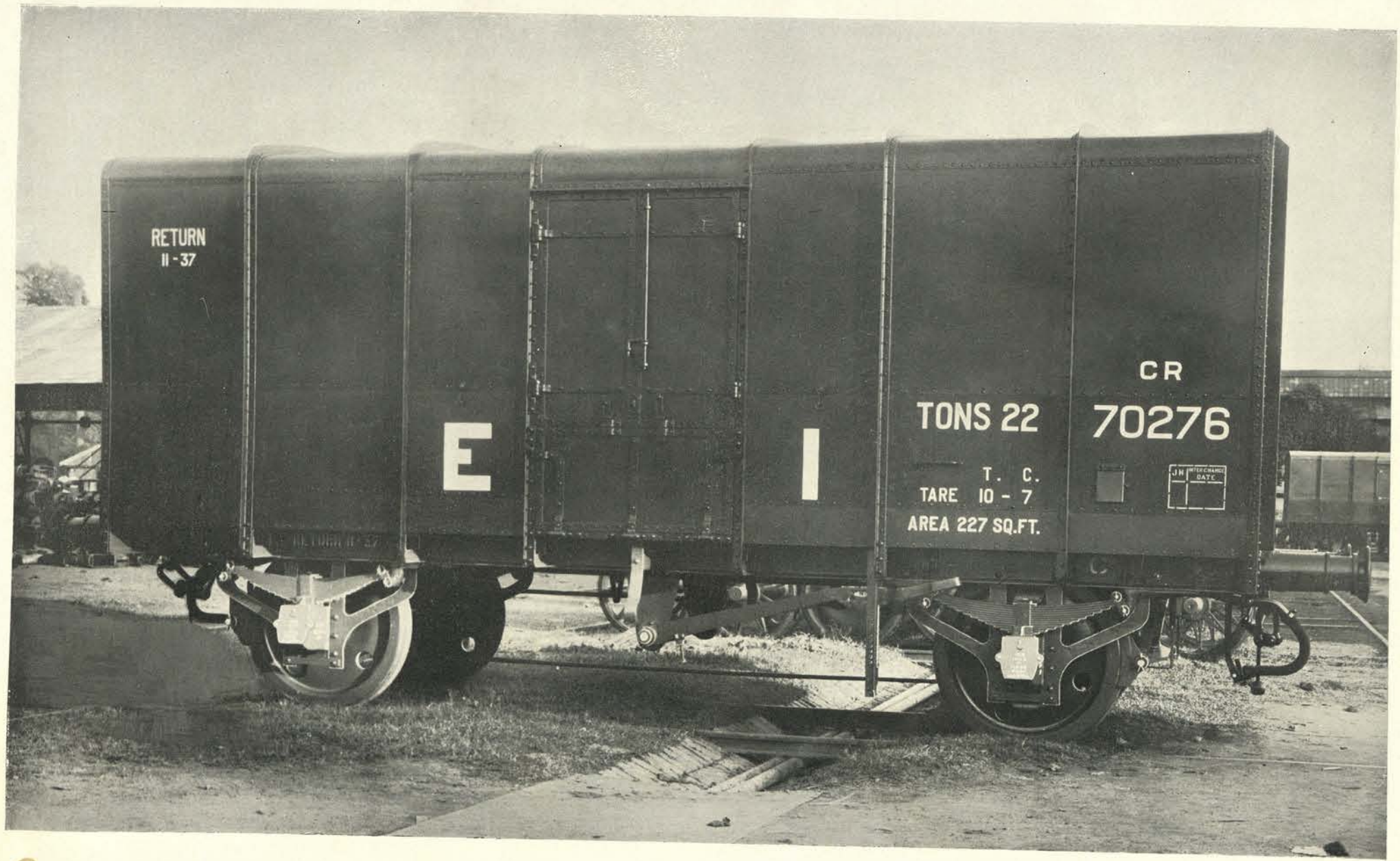
66. Bridge Standards Committee.—A meeting of this Committee was held in February 1936. The Committee considered the remarks of the Locomotive Standards Committee regarding the best method of engine weighment. They also considered the desirability of eliminating shop painting of steel work from two bridge specifications and recommended that shop painting should be optional at the choice of the purchaser. A paper on experiments made by the Bridge Engineer, Madras and Southern Mahratta Railway, regarding the effects of welding on to a steel member which is already stressed was considered by the Committee and they recommended that further experiments should be made on the largest possible scale on the lines indicated by them. The Committee examined a note by the Bridge Engineer of the Bombay, Baroda and Central India Railway and diagrams showing the results of investigations made on one of the 282′ span of the Nerbudda Bridge, in the light of the criticisms made by the Central Standards Office and Messrs. Rendel, Palmer and Tritton, and indicated lines on which a design for a span of 200′ or over should be prepared for their consideration at a future meeting. The Committee reconsidered the specifications for the design of spun concrete pipes in the light of further evidence available and recommended the issue of a general specification for re-inforced pipes and also recommended certain essential features for inclusion in a contemplated specification for the design of structural steelwork other than bridges carrying rail or road traffic. They also considered the draft Indian Railway Standard Code of Practice for Electric Arc Welding prepared by the Central Standards Office and recommended certain modifications. The Committee looked into the question of preparing standard charts similar to one submitted by the North Western Railway to facilitate the examination of designs of reinforced concrete beams and recommended the preparation of charts for various working stresses. Results of fresh tests made on concrete slabs by the North Western Railway were also considered. The Committee also considered the draft Indian Railway Standard Code of Practice for the design of bridge piers and abutments prepared by the Central Standards Office and approved of it with certain modifications.

67. Track Standards Committee.—A meeting of this Committee was held in February 1936. The Committee recommended the preparation of designs of combination fishplates. They considered the question of altering or re-designing the Indian Railway Standard Fishplates, in the light of criticisms received from various Railways, and the desirability of adopting Messrs. Rendel, Palmer and Tritton's designs and concluded that no alteration or departure from the present standards was necessary. Recommendations were made by the Committee regarding the question of standardizing hand and motor trollies. The Committee also considered the reports of the Senior Government Inspector, Bangalore, regarding the Madras and Southern Mahratta Railway's experiments with Hayes' derails, the report of the North Western Railway on the results of the trial of fitting loose jaws to saddle plate sleepers and the report of the Bengal Nagpur Railway on the behaviour of saddle plate sleepers. The adoption of designs of broad and metre gauge stretcher bars for diamonds and slips was recommended. The Committee considered the financial justification of the adoption of rail bound manganese steel crossings as an Indian Railway Standard and recommended the preparation of designs of same for trial purposes. The Committee perused the correspondence between the Central Standards Office and railways on the subject of upward setting of fishplates and reconditioned fishplates and advocated repressing of fishplates for re-conditioning worn rail joints. The Committee saw the orders of the Railway Board and recommendations of the Signalling and Interlocking Standards Committee on the question of sleeper spacing in the vicinity of noses of switches to meet signalling and interlocking requirements and recommended a tolerance of $\pm$ $1\frac{1}{2}''$ in the position of such sleepers. The question of indicating the location of standard broad and metre gauge stretcher bars on standard assembly drawings for switches was also considered. The Committee considered the question of provision of

gauge widening on curves in the light of the results of further dynamometer car tests carried out by the Great Indian Peninsula Railway. They also examined the arrangements made and progress up-to-date of research being undertaken by the Central Standards Office to determine the stresses in rails and general question of track stability with various classes of sleepers. Further, the Committee recommended the preparation of alternative designs of steel sleepers with parallel sides instead of waisted sides.

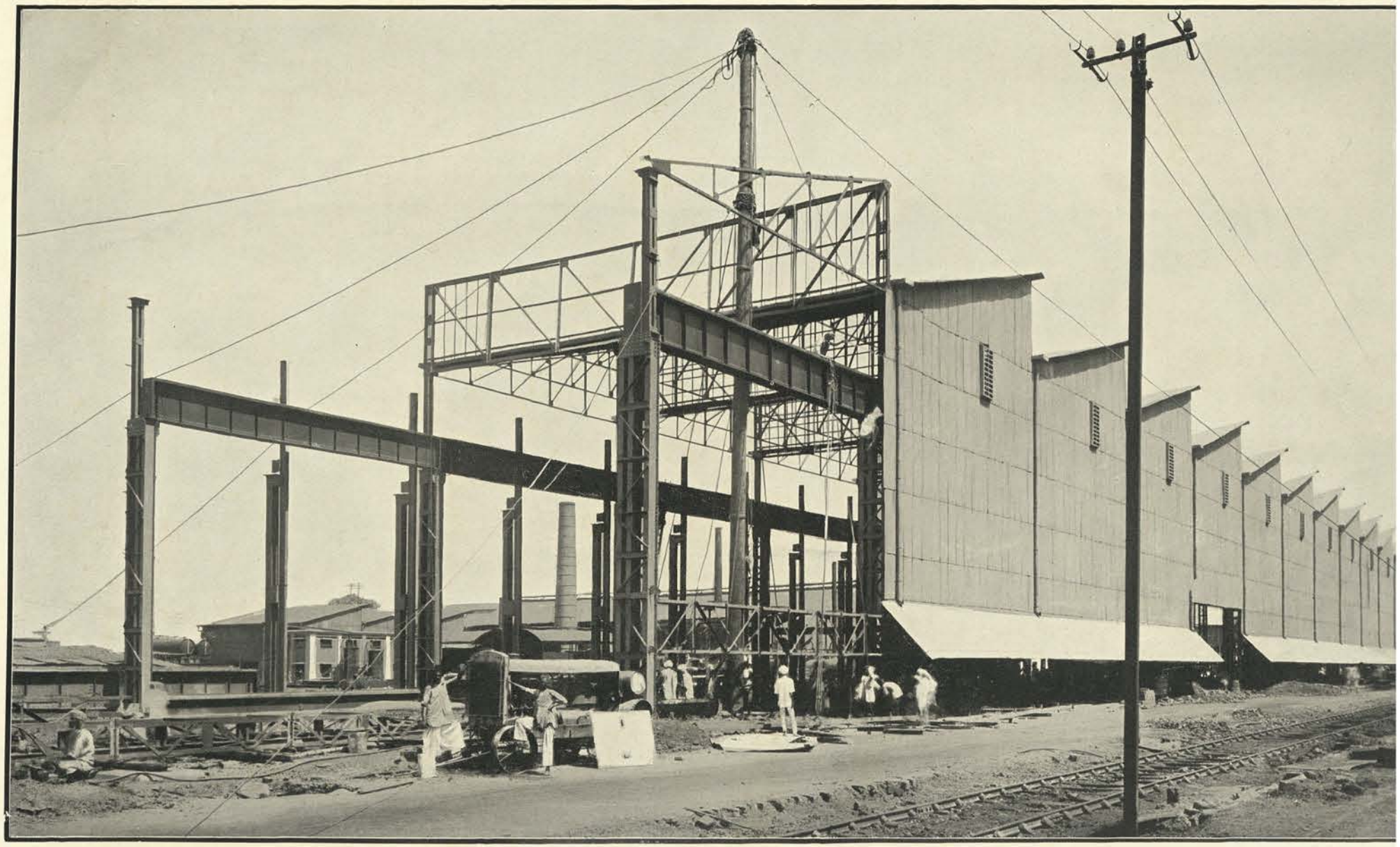
68. Signalling and Interlocking Standards Committee.—The tenth meeting of the Committee was held in December 1935. It considered the revision of Rule 1 (*c*), Part III of Chapter VIII of " Rules for the opening of a Railway " and the question of preparing a standard design of marker light to meet the requirements of Rule 269 of General Rules. The preparation of standard designs of apparatus to comply with the provisions of Part I, Section 6 of the Manual of Signalling and Interlocking was declared by the Committee to be premature. The Committee recommended the elimination of multiple types of unit cranks, various types of chain wheels and wire cranks, the two-piece lock bar and " A " type signal spectacles for future new works and replacements. The Committee also considered the report of the Sub-committee on double-wire interlocking installed on the Assam Bengal Railway. The Committee further considered the desirability of deleting the wrapping tests specified in clause 7 of the Indian Railway Standard Specification for Galvanised Solid Steel Wire for Signalling purposes and recommended their retention. The Committee opined that Stations like Hindun Cabin, which have no loops, did not come within the scope of paragraph (2) Standard (iii), Part II, Chapter VIII of Rules for the opening of a railway. On reconsideration of their previous recommendation in this connection, the Committee decided that it was not necessary to standardize swivel wheels. The Committee agreed to accept the new unit type shunt and dwarf signals proposed by the Great Indian Peninsula Railway in supersession of the existing standards. The Committee examined the suitability of some of the printed and draft specifications of the Indian Stores Department for adoption as Indian Railway Standard Specifications. The Committee disposed of various criticisms of the Manual of Instructions for the Installation and Maintenance of Block Signalling Apparatus. They expressed the opinion that it was not necessary for point rodding bolts to be provided with spring washers. The suggestion to define tolerances for width, thickness and length of arms and diameter of boss in the standard drawings for cranks was considered by the Committee but they could not make definite recommendations in the absence of proposals from the manufacturers regarding the proposed tolerances and their cost. The Committee recommended the cancellation of I. R. S. Specification No. S. 7—34 and the adoption of the specification suggested by Messrs. Rendel, Palmer and Tritton with certain modifications. They further considered the necessity of designing stiffer stretcher bars for power operated standard switches and concluded that it was not necessary to make any change in the existing track standards. The Committee perused correspondence regarding various existing designs of Signalling and Interlocking equipment and recorded their recommendations in each case. The Committee discussed at length the question of the present standard sleeper spacing in the vicinity of the nose of the switch and recommended that, without making any departure from the present standard plans, a tolerance of dimensions of sleeper spacing might be permitted to an extent to be specified by the Central Standards Office and on the understanding that no alterations would be required in the manufacture of any standard parts.

69. Standing Committee on Standards and Specifications for Indian Railways.—During the year under review, the Standing Committee on Standards and Specifications met once in January 1936 and dealt with 42 subjects new and outstanding from the previous meetings. The revised policy and procedure to be followed in the Central Standards Office for the adoption, etc., of I. R. S. and I. S. D. Specifications was accepted and published along with their report.



CR type covered wagon.

An Indian Railways' standard general service covered wagon.



Heavy Boiler Shop at Jamalpur (showing erection of last bay).

70. Electrical Standards Committee.—During the year under review, the Electrical Standards Committee on which are represented the Chief Electrical Engineers of important Indian Railways, was inaugurated. The first meeting of the Committee was held in September 1935 and amongst the important subjects considered were the adoption by railways of new and existing I. S. D. specifications for electrical equipment.

CHAPTER VI.

STAFF.

71. Number of staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1935-36 was 712,364 as compared with 705,656* at the end of 1934-35. The total route mileage at the end of the year was 43,118. The following table shows the number of employees by communities on the 31st March 1935 and 1936. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1935-36.

Date.	Europeans.	INDIANS.							GRAND TOTAL.
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	
31st March, 1935 .	3,524*	501,158*	152,363*	13,450*	8,752*	16,774*	9,635*	702,132*	705,656*
31st March, 1936 .	3,219	504,977	155,439	13,423	8,740	16,824	9,742	709,145	712,364

* Represents revised figures due to minor corrections made in the figures published last year.
[These figures exclude the staff on loan from the Indian Audit and Accounts Service (Deptt.).]

72. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1934-35 and 1935-36. Contractors' labour is not included.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal .	1935	64	16,249	16,313	*Nil*	1	1	..	11,06,313	65,39,629	76,45,942	76,45,942
	1936	67	16,261	16,328	4	342	346	..	10,88,252	66,56,434	77,44,686	77,44,686
Bengal and North-Western.	1935	75	27,345	27,420	*Nil*	*Nil*	*Nil*	..	11,36,357	71,22,097	82,58,454	82,58,454
	1936	73	27,260	27,333	*Nil*	*Nil*	*Nil*	..	11,83,966	71,76,951	83,60,917	83,60,917
Bengal Nagpur .	1935	192*	64,103*	64,295*	*Nil*	*Nil*	*Nil*	..	29,85,598*	2,82,67,708*	3,12,53,306*	3,12,53,306*
	1936	189	65,368	65,557	*Nil*	5	5	..	32,58,963	2,98,31,885	3,30,90,848	3,30,90,848
Bombay, Baroda and Central India.	1935	171*	63,698*	63,869*	2	331	333	..	29,00,311	3,77,86,943	4,06,87,254	4,06,87,254
	1936	170	64,439	64,609	2	304	306	..	30,65,543	3,89,85,792	4,20,51,335	4,20,51,335

NOTE 1.—* represents revised figures for 1934-35 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Burma	1935	98	23,470	23,568	*Nil*	5	5	2	15,54,358	1,23,66,064	1,39,20,422	1,39,80,174
	1936	97	23,651	23,748	*Nil*	*Nil*	*Nil*	2	15,46,357	1,20,93,408	1,36,39,765	1,36,69,162
Eastern Bengal	1935	*118	51,217*	51,335	*Nil*	29	29	3	20,39,259	2,21,75,567	2,42,14,826	2,42,79,928
	1936	122	49,455	49,577	*Nil*	54	54	2	21,57,177	2,33,84,979	2,55,42,156	2,56,15,249
East Indian	1935	313	122,783*	123,096*	*Nil*	100	100	5	50,16,353*	5,89,84,045*	6,40,00,398*	6,40,72,598*
	1936	293	124,857	125,150	*Nil*	2	2	6	53,59,955	6,06,87,810	6,60,47,765	6,61,50,765
Great Indian Peninsula.	1935	225	80,983	81,208	*Nil*	*Nil*	*Nil*	1	42,78,066	4,37,98,828*	4,80,76,894*	4,80,99,319*
	1936	212	83,328	83,540	*Nil*	*Nil*	*Nil*	1	42,86,427	4,38,77,189	4,81,63,616	4,81,85,333
Jodhpur	1935	22	7,029	7,051	2	920	922	*Nil*	3,84,588	23,44,592	27,29,180	27,29,180
	1936	24	7,379	7,403	1	395	396	..	4,29,813	27,17,371	31,47,184	31,47,184
Madras and Southern Mahratta.	1935	141	49,736*	49,877*	*Nil*	88	88	..	23,27,043*	2,27,82,275*	2,51,09,318*	2,51,09,318*
	1936	139	49,560	49,699	*Nil*	66	66	..	23,86,086	2,35,83,706	2,59,69,792	2,59,69,792
Nizam's State	1935	62	16,741	16,803	*Nil*	19	19	..	9,86,420	61,86,453	71,72,873	71,72,873
	1936	59	16,077	16,136	1	19	20	..	9,85,591	64,57,631	74,43,222	74,43,222
North Western	1935	265	103,605	103,870	*Nil*	6	6	5	43,88,508	5,59,97,174*	6,03,85,682*	6,04,37,316*
	1936	267	104,946	105,213	*Nil*	2	2	4	43,82,936	5,72,78,686	6,16,61,622	6,17,10,834
Rohilkund and Kumaon.	1935	15	5,545	5,560	*Nil*	*Nil*	*Nil*	..	2,21,646	15,36,970	17,58,616	17,58,616
	1936	16	5,572	5,588	*Nil*	*Nil*	*Nil*	..	2,05,448	15,63,884	17,69,332	17,69,332
South Indian	1935	129	36,200	36,329	3	292	295	..	19,68,846	1,65,61,577	1,85,30,423†	1,85,30,423†
	1936	128	36,783	36,911	*Nil*	31	31	..	19,57,630	1,65,75,268	1,85,32,898†	1,85,32,898†
TOTAL	1935	1,890*	668,704*	670,594*	7	1,791	1,798	16	3,12,93,666*	32,24,49,922*	35,37,43,588*	35,40,14,701*
	1936	1,856	674,936	676,792	8	1,220	1,228	15	3,22,94,144	33,08,70,994	36,31,65,138	36,34,41,557

NOTE 1.—* Represents revised figures for 1934-35 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

NOTE 3.—† Exclusive of Emergency cut of —4,84,593 and —3,588 for 1934-35 and 1935-36 respectively.

The above statement shows that there was an increase of 6,198 in the total number of staff employed on open line on 31st March 1936 as compared with 31st March 1935 while the staff on loan from the Indian Audit and Accounts Service and the Construction staff were less by 1 and 570 respectively. The increase in the total cost of staff including staff on loan from the Indian Audit and Accounts Service during 1935 as compared with the preceding year was Rs. 94,26,856. This increase was mainly due to the restoration of the wage cut. In a small measure employment of additional

staff and discontinuance of short time working also contributed towards the increase.

73. Indianisation.—*Superior Services*—

State-managed Railways.—32 appointments were made to the Superior Railway Services both by direct recruitment and promotion. Details are given below:—

Direct Recruitment.

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
Agency	..	..	..	..	..	..	..	..
Engineering	..	3	1	..	..	..	..	4
Accounts	..	1	1	..	..	..	..	2
Transportation (Traffic) and Commercial.	..	4	1	..	1	..	..	6
Transportation (Power) and Mechanical Engineering.	2	5	3	..	..	1	..	9
Stores	..	..	..	..	..	..	..	..
Others	..	3	..	..	..	..	..	3
TOTAL	2	16	6	..	1	1	..	24

Percentage { Europeans . . . 7·69
Indians . . . 92·31

Three European officers who were recruited through the Secretary of State as a part of recruitment for the year 1935-36 joined about the end of March 1935 and six Indian officers who were recruited through the Public Service Commission as a part of recruitment for the year 1934-35 joined after 1st April 1935. Had the European officers referred to above joined after the 1st March 1935 and the Indian officers before 31st March 1935 the percentages would have been Europeans 21·8, Indians 78·2.

Promotions.

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
Agency	..	..	..	..	..	..	..	..
Engineering	..	..	..	1	..	..	..	1
Accounts	..	1	1	..	..	..	..	2
Transportation (Traffic) and Commercial.	1	1	..	..	..	..	..	1
Transportation (Power) and Mechanical Engineering.	..	..	..	1	..	..	..	1
Stores	..	..	..	..	..	..	..	..
Others	..	..	..	..	..	..	..	..
TOTAL	1	2	1	2	..	..	..	5

Lower Gazetted Service.—19 promotions were made to the Lower Gazetted Service in the various departments. Six went to Europeans and 13 to Indians, of whom five were Hindus, two Muslims, four Anglo-Indians and

Domiciled Europeans, one Indian Christian and one other classes. Figures by departments were as follows:—

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS						
		Hindus.	Muslims	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
Agency	..	..	..	..	..	..	..	..
Engineering	1	1	1	2	..	..	1	5
Accounts	..	..	..	..	..	..	..	..
Transportation (Traffic) and Commercial.	4	3	1	..	..	1	..	5
Transportation (Power) and Mechanical Engineering.	1	1	..	1	..	..	..	2
Stores	..	..	..	1	..	..	..	1
Others	..	..	..	..	..	..	..	..
TOTAL	6	5	2	4	..	1	1	13

74. *Company-managed Railways.* The following tables give a summary of the recruitment made to the Superior Services on Company-managed Railways during the year under review. Part I relates to direct recruitment and Part II to appointments made by promotion. A detailed statement by individual railways will be found in Appendix G of this report.

PART I.

Statement showing the number of appointments filled by direct recruitment in the Superior establishment on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1935-36.

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
Agency	..	..	..	..	..	..	..	..
Accounts	2	..	..	1	..	..	1	2
Engineering	2	2	1	1	1	..	..	5
Transportation (Traffic) and Commercial.	..	1	2	..	..	..	..	3
Transportation (Power) and Mechanical Engineering.	..	3	..	..	..	..	..	3
Stores	..	1	..	..	..	..	..	1
Other Departments	1	2	..	..	1	1	..	4
TOTAL	5	9	3	2	2	1	1	18

Percentage { Europeans . . . 21·7
Indians . . . . 78·3

PART II.

Statement showing the total number of vacancies in the Superior establishments on (Class I) Company-managed Railways excluding His Exalted Highness the Nizam's State and Jodhpur Railways filled by promotion from lower to the Superior services during 1935-36.

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	TOTAL.
Agency	..	..	..	..	..	1	..	1
Accounts	..	..	..	1	..	..	..	1
Engineering	1	3	..	..	..	..	..	3
Transportation (Traffic) and Commercial.	..	4	1	1	..	..	..	6
Transportation (Power) and Mechanical Engineering.	1	2	..	..	..	..	..	2
Stores	1	..	..	..	..	..	..	..
Other Departments	1	1	..	..	..	..	..	1
TOTAL	4	10	1	2	..	1	..	14

It will be observed from Statement Part I that during the year under review the total number of appointments made by direct recruitment to the superior services on Company-managed Railways was 23 of which 5 went to Europeans and 18 to Indians, of whom 9 were Hindus, 3 Muslims, 2 Anglo-Indians and Domiciled Europeans, 2 Sikhs, 1 Indian Christian and 1 of other classes. The ratio of Indian to European recruitment was 78·3 to 21·7. The percentage of Indian recruitment in the principal departments was :—

	Direct recruitment.
Accounts	50·0
Engineering	71·4
Transportation (Traffic) and Commercial	100·0
Transportation (Power) and Mechanical Engineering	100·0
Stores	100·0
Other Departments	80·0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

Hindus	50·0
Muslims	16·7
Anglo-Indians and Domiciled Europeans	11·1
Indian Christians	5·5
Sikhs	11·1
Others	5·5

It will be seen from Appendix G to this report that the recruitment on Company-managed Railways has been small. While the Bombay, Baroda and Central India Railway appointed 2 Muslims and Bengal Nagpur Railway appointed one Muslim by direct recruitment, the Assam Bengal and Madras and Southern Mahratta Railways did not obtain the required percentage of Muslims. These Railways have been addressed in the matter which continues to be watched by the Railway Board.

75. Review of the progress made since 1925.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 31st March 1935 and 31st March 1936.

Name of Railway.	1st April 1925.									31st March 1935.									31st March 1936.								
		Indians.							Total number on the Railway (columns 2 *plus* 9)		Indians.							Total number on the Railway (columns 11 *plus* 18).		Indians.							Total number on the Railway (columns 20 *plus* 27).
	Europeans.	Hindus.	Muslims.	*Anglo-Indians.	*Sikhs.	*Indian Christians.	*Other classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
State-managed Railways.																											
Burma	90	3	..	..	..	..	12	15	105	78	3	..	9	..	..	8	20	98	74	5	..	9	..	..	9	23	97
Eastern Bengal	79	31	3	..	..	..	12	46	125	§56	§43	6	9	2	2	..	§62	§118	55	47	7	10	1	2	..	67	122
East Indian	227	49	12	..	..	..	26	87	314	169	83	17	37	3	2	2	144	313	152	91	16	24	4	3	3	141	293
Great Indian Peninsula	175	18	5	..	..	..	23	46	221	150	36	12	10	..	9	8	75	225	141	34	12	8	..	9	8	71	212
North Western	192	60	13	..	..	..	28	101	293	§132	74	28	§14	11	6	..	§133	265	128	80	27	13	14	5	..	139	267
Railway Board and Miscellaneous Offices.	59	8	3	..	..	..	14	25	84	39	17	5	5	..	2	..	29	68	42	16	4	6	1	2	..	29	71
TOTAL	822	169	36	..	..	..	115	320	1,142	§624	§256	68	§84	16	21	18	§463	1,087	502	273	66	70	20	21	20	470	1,062
Company-managed Railways.																											
Assam Bengal	52	6	1	..	..	..	2	9	61	36	15	5	7	1	..	..	28	64	39	17	5	7	1	1	..	31	70
Bengal Nagpur	170	27	5	..	..	..	19	51	221	§115	41	9	§22	2	1	2	§77	§192	114	40	9	20	3	1	2	75	189
Bengal and North-Western	55	3	1	..	..	..	..	4	59	61	7	4	3	..	..	..	14	75	60	7	4	2	..	..	..	13	73
Bombay, Baroda and Central India	159	14	..	..	..	..	21	35	194	119	34	5	2	1	2	8	52	171	116	35	7	3	1	2	8	56	172
Madras and Southern Mahratta	122	15	1	..	..	..	6	22	144	§92	30	..	5	2	5	6	48	§140	88	35	..	5	2	5	4	51	139
Rohilkund and Kumaon	12	1	..	..	..	..	..	1	13	10	2	3	..	..	..	..	5	15	10	2	3	..	1	..	..	6	16
South Indian	93	17	1	..	..	..	3	21	114	69	50	2	9	..	2	..	63	132	67	49	1	9	..	2	..	61	128
TOTAL	663	83	9	..	..	..	51	143	806	§502	179	28	§48	6	10	16	§287	§789	494	185	29	46	8	11	14	293	787
GRAND TOTAL	1,485	252	45	..	..	..	166	463	1,948	§1,126	§435	96	§132	22	31	34	§750	§1,876	1,086	458	95	116	28	32	34	763	1,849

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.*	1935.	1936.
Europeans		State-managed Railways.	71·98	§57·41	55·74
		Company-managed Railways.	82·26	§63·62	62·77
		TOTAL	76·23	§60·02	58·73
Indians	Hindus	State-managed Railways.	14·80	§23·55	25·71
		Company-managed Railways.	10·30	§22·69	23·51
		TOTAL	12·94	§23·19	24·78
	Muslims	State-managed Railways.	3·15	§6·26	6·22
		Company-managed Railways.	1·12	§3·55	3·68
		TOTAL	2·31	§5·12	5·14
	Anglo-Indians and domiciled Europeans.	State-managed Railways.	*	§7·72	6·59
		Company-managed Railways.	*	§6·08	5·84
		TOTAL	*	§7·04	6·27
Indians—*concld.*	Sikhs	State-managed Railways.	*	1·47	1·88
		Company-managed Railways.	*	0·76	1·02
		TOTAL	*	1·17	1·51
	Indian Christians	State-managed Railways.	*	1·93	1·98
		Company-managed Railways.	*	1·27	1·39
		TOTAL	*	1·65	1·73
	Other classes	State-managed Railways.	*10·07	§1·66	1·88
		Company-managed Railways.	*6·32	§2·03	1·78
		TOTAL	*8·52	1·81	1·84
	TOTAL	State-managed Railways.	28·02	§42·59	44·26
		Company-managed Railways.	17·74	§36·38	37·23
		TOTAL	23·77	§39·98	41·27

* Anglo-Indians, Sikhs, and Indian Christians included in "Other classes" in 1925.

§ Revised figures.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways), on the 1st April 1925, 31st March 1935 and 31st March 1936.

Name of Railway.	1st April 1925.									31st March 1935.									31st March 1936.								
		Indians.							Total number on the Railway (columns 2 *plus* 9).		Indians.								Total number on the Railway (columns 11 *plus* 18).		Indians.							Total number on the Railway (columns 20 *plus* 27).
	Europeans.	Hindus.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians.	†Other Classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total.			Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20	21	22	23	24	25	26	27	28
State-managed Railways.																												
Burma	28	83	9	..	..	..	198	290	318	22	82	8	220	11	12	39	372	394		20	84	7	213	10	14	39	367	387
Eastern Bengal	143	106	5	..	..	..	163	274	417	56	157	7	162	3	3	3	335	391		54	168	9	163	5	3	..	348	402
East Indian	859	300	25	..	..	..	789	1,114	1,973	373	472	48	1,013	20	9	6	§1,568	§1,941		335	458	57	990	17	12	6	1,540	1,875
Great Indian Peninsula	286	125	29	..	..	..	803	957	1,243	232	225	33	602	10	93	75	1,038	1,270		222	228	36	600	17	97	70	1,048	1,270
North Western	401	328	123	..	..	..	378	829	1,230	254	355	193	396	100	31	29	1,104	1,358		244	350	189	383	98	32	30	1,082	1,326
Railway Board and miscellaneous offices.	*	*	*	*	*	*	*	*	*	§2	148	27	§26	13	§4	1	214	§216		2	152	32	20	18	5	1	223	225
TOTAL	1,717	942	191	..	..	..	2,331	3,464	5,181	§939	1,434	§316	§2,419	157	§152	153	§4,631	5,570		877	1,440	330	2,369	160	163	146	4,608	5,485
Company-managed Railways.																												
Assam Bengal	22	23	4	..	..	..	46	73	95	17	34	4	35	2	..	3	78	95		13	37	5	44	2	..	4	92	105
Bengal Nagpur	333	140	13	..	..	..	403	556	889	170	209	§21	§407	17	11	8	§673	§843		104	223	21	461	17	13	6	741	845
Bengal and North-Western	31	15	2	..	..	..	59	76	107	14	21	7	59	1	1	..	89	103		14	21	7	57	1	1	..	87	101
Bombay, Baroda and Central India	155	253	25	..	..	..	506	784	939	123	301	36	319	3	40	120	819	942		121	310	35	314	3	41	118	821	942
Madras and Southern Mahratta	85	31	1	..	..	..	173	205	290	§65	§60	..	§183	§2	3	4	§252	§317		60	64	2	181	2	3	4	256	316
Rohilkund and Kumaon	6	5	1	..	..	..	13	19	25	5	1	2	11	..	..	..	14	19		7	3	2	9	..	..	..	14	21
South Indian	63	73	2	..	..	..	158	233	296	37	88	5	148	..	10	1	252	289		31	87	6	142	..	8	1	244	275
TOTAL	695	540	48	..	..	..	1,358	1,946	2,641	§431	§714	§75	§1,162	§25	65	136	§2,177	§2,608		350	745	78	1,208	25	66	133	2,255	2,605
GRAND TOTAL	2,412	1,482	239	..	..	..	3,689	5,410	7,822	§1,370	§2,148	391	§3,581	§182	§217	289	§6,808	§8,178		1,227	2,185	408	3,577	185	229	279	6,863	8,090

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1935.	1936.
Europeans		State-managed Railways.	33·14	§16·86	15·99
		Company-managed Railways.	26·32	§16·53	13·44
		TOTAL	30·84	16·75	15·17
Indians	Hindus	State-managed Railways.	18·18	25·74	26·25
		Company-managed Railways.	20·44	§27·38	28·60
		TOTAL	18·95	§26·27	27·01
	Muslims	State-managed Railways.	3·69	§5·67	6·02
		Company-managed Railways.	1·82	§2·88	2·99
		TOTAL	3·05	§4·78	5·04
	Anglo-Indians and domiciled Europeans.	State-managed Railways.	†	§43·43	43·19
		Company-managed Railways.	†	§44·55	46·37
		TOTAL	†	§43·79	44·22
Indians—*concld.*	Sikhs	State-managed Railways.	†	2·82	2·92
		Company-managed Railways.	†	§0·96	0·96
		TOTAL	†	§2·23	2·29
	Indian Christians	State-managed Railways.	†	§2·73	2·97
		Company-managed Railways.	†	§2·49	2·53
		TOTAL	†	§2·65	2·83
	Other Classes	State-managed Railways.	†44·99	2·75	2·66
		Company-managed Railways.	†51·42	§5·21	5·11
		TOTAL	†47·16	§3·53	3·44
	TOTAL	State-managed Railways.	66·86	§83·14	84·01
		Company-managed Railways.	73·68	§83·47	86·56
		TOTAL	69·16	83·25	84·83

* Not available.

† Anglo-Indians, Sikhs and Indian Christians included in "Other classes" in 1925.

§ Revised figures.

It will be observed that the Indian element in the superior services has risen from 28·02 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 44·26 per cent. on State-managed and 37·23 per cent. on Company-managed Railways in 1936. Among the Indians the percentage increase by communities in 1936 as compared with 1925 is shown below :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1936.	1925.	1936.
Hindus	14·80	25·71	10·30	23 51
Muslims	3·15	6·22	1·12	3·68
Anglo-Indians and domiciled Europeans.	*	6·59	*	5·84
Sikhs	*	1·88	*	1·02
Indian Christians	*	1·98	*	1·39
Other classes	10·07*	1·88	6·32*	1·78

* Anglo-Indians, Sikhs and Indian Christians included under "other classes" in 1925.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1936.	1925.	1936.
Europeans	33·14	15·99	26·32	13·44
Indians—				
Hindus	18·18	26·25	20·44	28·60
Muslims	3·69	6·02	1·82	2·99
Anglo-Indians and domiciled Europeans.	*	43·19	*	46·37
Sikhs	*	2·92	*	0·96
Indian Christians	*	2·97	*	2·53
Other classes	44·99*	2·66	51·42*	5·11
Total Indians	66·86	84·01	73·68	86·56

* Anglo-Indians, Sikhs and Indian Christians included under "other classes" in 1925.

76. Representation of minority communities in railway services.—In the report for the year 1934-35, the action taken by the Railway Board to give effect to the orders issued by the Government of India in regard to the representation of minority communities in railway services was explained.

To assist the Railway Board to watch the operation of these orders, an additional officer was temporarily appointed at the Railway Board's headquarters with effect from the 17th October 1935.

During the year under review instructions were issued to railway administrations that the percentages prescribed for Muslims and other minority communities should be applied to vacancies in each grade or division of a service to be filled by direct recruitment. The State-managed Railways were also advised at the same time that no fresh restriction should be introduced in the rules for recruitment of subordinate staff without the previous approval of the Railway Board. A copy of these orders was also forwarded to the Company-managed Railways in order to enable them to consider the adoption of a similar procedure.

The following figures show, by communities, the number and percentage of subordinate staff (excluding labourers and inferior servants) recruited on State and Company-managed Railways during the years 1934-35 and 1935-36 :—

—	State-managed.				Company-managed.			
	1934-35.		1935-36.		1934-35.		1935-36.	
	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.	Number.	Percentage.
Hindus	1,231	64·69	1,656	52·29	1,243	65·73	1,188	65·42
Muslims	367	19·29	1,123	35·47	295	15·60	297	16·35
Anglo-Indians and Domiciled Europeans.	213	11·19	227	7·17	247	13·06	188	10·35
Sikhs	24	1·26	72	2·27	15	0·80	13	0·72
Indian Christians	41	2·15	77	2·46	71	3·75	97	5·34
Parsis	7	0·37	3	0·09	18	0·95	13	0·72
Other Communities	20	1·05	5	0·16	2	0·11	14	0·77
Europeans	..	..	3	0·09	..	..	6	0·33
TOTAL	1,903	100·0	3,166	100·0	1,891	100·0	1,816	100·0

The following figures show the overall percentage on both State and Company-managed railways during 1934-35 and 1935-36 :—

	1934-35.		1935-36.	
Europeans	*		0·19	
Hindus	65·20		57·09	
Muslims	17·45		28·50	
Anglo-Indians and Domiciled Europeans	12·13		8·33	
Sikhs	1·03		1·70	
Indian Christians	2·95	4·64	3·49	5·51
Parsis	0·66		0·32	
Other communities	0·58		0·38	

It will be observed from the figures given above that during the year under review direct recruitment to subordinate railway services of the different minority communities, for whom percentages have been fixed by the Government of India, was satisfactory.

77. Training of staff.—*Area Schools*—(a) *East Indian Railway School of Transportation, Chandausi.*—The courses of instruction at the Railway School at Chandausi were on the same lines as during the previous year. There was a slight increase in the number of students who attended the school but there was a slight fall in the number of student days. This was due to an increase in the number of staff attending short term courses. In spite however of the fall in student days the cost per student day remained the

* In 1934-35 Europeans were not shown separately.

Divisional Superintendent's Office at Quetta after the earthquake on 31st May 1935.

same as during the previous year, this was due to a decrease in the total school expenditure. The following figures illustrate the position:—

	Number of students.	*Student Days.*	*Cost per student day.*
1934-35	917	37,829	Rs. 1-14-0
1935-36	**919**	**35,551**	**Rs. 1-14-0**

(i) The total expenditure of the school chargeable against the Revenue Account for the year 1935-36 was Rs. 66,000 against Rs. 70,000 in the previous year.

(ii) No Refresher courses were held during the month of January 1936 on account of the Adh Kumbh Mela when the Divisions were unable to send staff to the School.

(iii) Two courses of Probationary Officers were held during the year.

(b) *Walton Training School, North Western Railway, Lahore Cantonment.*—During the year 1935-36, the School continued the training of staff for the North Western Railway. The total number who attended the School in the year under report, inclusive of Probationary Officers, was 1,234.

Several training courses which had been discontinued during the depression were revived and new courses introduced.

The courses held in the School have hitherto been described as "Training" and "Refresher" courses, and as these terms are apt to give a slightly erroneous impression of the nature of such courses, it has been decided to add a new category, *i.e.*, "Promotion" course and reclassify the existing courses under these three heads.

The School now provides for the theoretical and practical training of personnel in all the branches of railway working.

The beneficial results of Refresher Courses for those already in service are becoming more marked as the number of staff passing through the School increases. The activities of the School are of great advantage to the Administration in improving the general standard of efficiency.

78. Improvements in the service conditions of the staff.—*Hours of Employment Regulations.*—Mention was made in the last year's report of the decision to give statutory effect to the Hours of Employment Regulations on the Bombay, Baroda and Central India and Madras and Southern Mahratta Railways with effect from the 1st November 1935. In accordance with this decision these regulations were extended to these two Company-managed railways by Railway Department (Railway Board) Gazette Notification No. L35LG46, dated the 5th June 1935, and by the 1st November 1935, the Hours of Employment Regulations had been given statutory effect on six railway systems, *viz.*, North Western, East Indian, Eastern Bengal, Great Indian Peninsula, Bombay, Baroda and Central India and Madras and Southern Mahratta Railways, employing about 71 per cent. of railway workers in India.

The question of the statutory application of these regulations to the remaining railway systems was further examined by the Railway Board and it was decided early in 1936 that owing to the present financial position on railways the extension of these regulations to the remaining railways should be deferred and that the position should be re-considered towards the close of the year 1936.

79. Welfare.—(i) *Assistance to Railway employees from Railway funds towards the education of their children.*—In the Report for 1934-35 it was stated that Government of India had arrived at certain conclusions on the recommendations contained in the reports submitted by the officer on special duty and on the suggestions of the All-India Railwaymen's Federation and that before orders implementing those conclusions actually issued it was proposed to discuss the matter at a meeting of the Central Advisory Council for Railways. The subject was included in the Agenda for discussion at the meeting of the Central Advisory Council for Railways held in April 1935

but it could not be discussed at that meeting for want of time. It was brought up at the following meeting when it was decided to refer the matter to a Sub-committee. A Sub-committee was accordingly appointed and submitted their report which was considered by the Central Advisory Council for Railways. The matter is now under the consideration of the Government of India.

(ii) *Staff Benefit Fund.*—The Staff Benefit Funds established on principal railways continued to function during the period under review and provided various amenities and afforded considerable relief to subordinate and lower paid staff. Mention was made in the last year's report of a suggestion made by the All-India Railwaymen's Federation to the Railway Board to consider the question of giving greater publicity to the discussions in the Staff Benefit Fund Committees and the publication, in the railway weekly gazettes, of resolutions arrived at such meetings of the Committees. This suggestion was considered by the Railway Board during the period under review and orders were issued to the Agents of State-managed Railways that those railway administrations should publish annually for the information of the staff a comprehensive report on the working of their Staff Benefit Funds and that they might at their discretion also publish from time to time any other items regarding the working of the fund which might be considered of sufficient importance.

(iii) *Railway Sports.*—The eighth annual Inter-Railway Athletic Tournament was held in the Irwin Amphitheatre at New Delhi on the 20th and 21st March 1936. The Bombay, Baroda and Central India, Bikaner, Eastern Bengal, East Indian, Great Indian Peninsula, Jodhpur, Madras and Southern Mahratta, North Western, and South Indian Railways and the Railway Board entered their teams. The tournament was won by the North Western Railway for the eighth year in succession, the South Indian Railway being the runners-up.

For the field games a hockey tournament was held from the 16th to 19th and on the 23rd of March 1936. The Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, Madras and Southern Mahratta and North Western Railways teams competed. The North Western Railway won the tournament, the East Indian Railway being the runners-up.

80. Report of the Royal Commission on Labour.—The recommendations of the Royal Commission on Labour concerning railways continued to engage the attention of the Railway Board during the period under review but no decisions were reached on recommendations of major importance such as those relating to the establishment of a Joint Standing Machinery for the settlement of disputes on railways and other cognate matters relating to the grant of facilities to Unions. With reference to certain recommendations made by the Royal Commission on Labour on the subject of providing certain facilities in the matter of representation of cases of employees charged with an offence which, if proved, might involve dismissal, suitable provisions were made by the Railway Board in the Rules regulating discipline and rights of appeal of non-gazetted railway servants issued by the Board to the Agents of State-managed Railways in June 1935; *i.e.* :—

(i) in the case of a railway servant charged with an offence, the maximum penalty for which is dismissal, a procedure has been prescribed for holding an enquiry and allowing the railway servant concerned, if he so desires, to be accompanied by another railway servant; and also

(ii) in the case of a railway servant who has completed 7 years' continuous service and is charged with an offence meriting removal from service, it has been provided that the officer competent to pass the orders of discharge may, if he considers it necessary or desirable, grant the railway servant concerned a personal interview at which the latter may be accompanied by another railway servant.

81. Security of Service.—*Rules regulating discipline and rights of appeal of non-gazetted railway servants.*—It was mentioned in last year's report that certain reports called for on the working of the Rules regulating the discharge and dismissal of State Railway non-gazetted Government servants had been received from the Agents of State-managed Railways and that they were under examination by the Railway Board.

During the period under review a fresh set of rules known as the Rules regulating the discipline and rights of appeal of non-gazetted Railway servants were made by the Governor General in Council in exercise of the powers conferred on him by the Direction appended to the Railway Services (Classification, Control and Appeal) Rules and issued in June 1935 in supersession of the Rules for the discharge and dismissal of non-gazetted Government servants issued in 1930. These rules deal with all questions of discipline and rights of appeal of non-gazetted railway servants, the following being some of the main features in which they differ from the rules which they superseded :—

(i) these rules regulate *inter alia* the infliction of minor penalties such as censure, etc.;

(ii) these rules provide that in the case of a railway servant charged with an offence, the maximum penalty for which is dismissal a procedure has been prescribed for holding an enquiry and allowing the railway servant concerned, if he so desires, to be accompanied by another railway servant;

(iii) these rules also provide for the procedure outlined in (ii) above being applied where a railway servant who has completed 7 years' continuous service is charged with an offence meriting removal from the service for inefficiency, repeated offences of a minor character, etc., while the original rules issued in 1930 provided for such a treatment in the case of employees with ten years' continuous service;

(iv) these rules further provide for a right of appeal to the Railway Board on an original order passed by an Agent or to the Financial Commissioner, Railways, on an original order passed by the Controller of Railway Accounts.

Certain amendments of a minor nature were also issued to these rules.

82. Meetings with the All-India Railwaymen's Federation.—During the period under review the Railway Board met the representatives of the All-India Railwaymen's Federation on two occasions, once in June 1935 and next in January 1936. The principal subjects discussed at the meeting held in June 1935 related to the extension of the Hours of Employment Regulations, substitution of departmental labour for contract labour, uniform minimum standard of labour policy for all railways, rules for recognition of Associations of Industrial employees, rest accommodation for relieving staff temporarily on duty in out stations, Rules for determining the relative seniority and promotion of non-gazetted staff on Railways and the employment of lady doctors in railway hospitals. At the meeting held in January 1936, the following were the principal subjects discussed :—

(i) Hours of Employment Regulations,

(ii) recruitment of staff; so far as they related to State-managed Railways,

(iii) rules regulating discipline and rights of appeal of non-gazetted railway servants so far as they related to State-managed Railways,

(iv) new scales of pay for inferior staff and other low-paid workers so far as they related to State-managed Railways, and

(v) adverse effects on service conditions of accounts clerical staff after separation of railway Accounts from Audit.

The suggestions put forward by the Federation at these two meetings are under the consideration of the Railway Board.

CHAPTER VII.

AMENITIES FOR PASSENGERS.

83. To the extent to which funds were available, Railways continued their policy of extending facilities tending to make for the greater convenience and comfort of passengers. Improvements were made in existing stock and replacements affected with carriages of more modern pattern. Programmes drawn up for the provision of additional waiting rooms and halls, covered and raised platforms, separate refreshment rooms for Hindus and Mohammedans and vendors' stalls were proceeded with. Other matters which received special attention were the arrangements for the supply of drinking water and the washing, cleaning and disinfection of carriages—in particular the latrines in third class carriages. Additional restaurant car services were also introduced.

The existing position on railways in regard to some of these matters and the additional facilities provided on the principal Railways are briefly summarised in the following paragraphs :—

(i) *Booking offices.*

Assam Bengal Railway.—An additional booking office was opened at Gangasagar and that at Chandpur extended. Temporary booking offices were opened at five stations during *melas*. A new station was also opened at Kalidaha.

Bengal and North-Western Railway.—Fifty-nine temporary booking offices were opened at twelve stations to meet the requirements of pilgrim traffic; eight being provided at Sonepore during the Kartik Purnamashi *mela*.

Bombay, Baroda and Central India Railway.—A separate booking office for upper class passengers was opened at Church Gate. Temporary booking offices were opened for the convenience of pilgrims and others attending some of the big fairs, such as the Khwaja and Pushkar fairs at Ajmer, and the Urs Fair at Mahim.

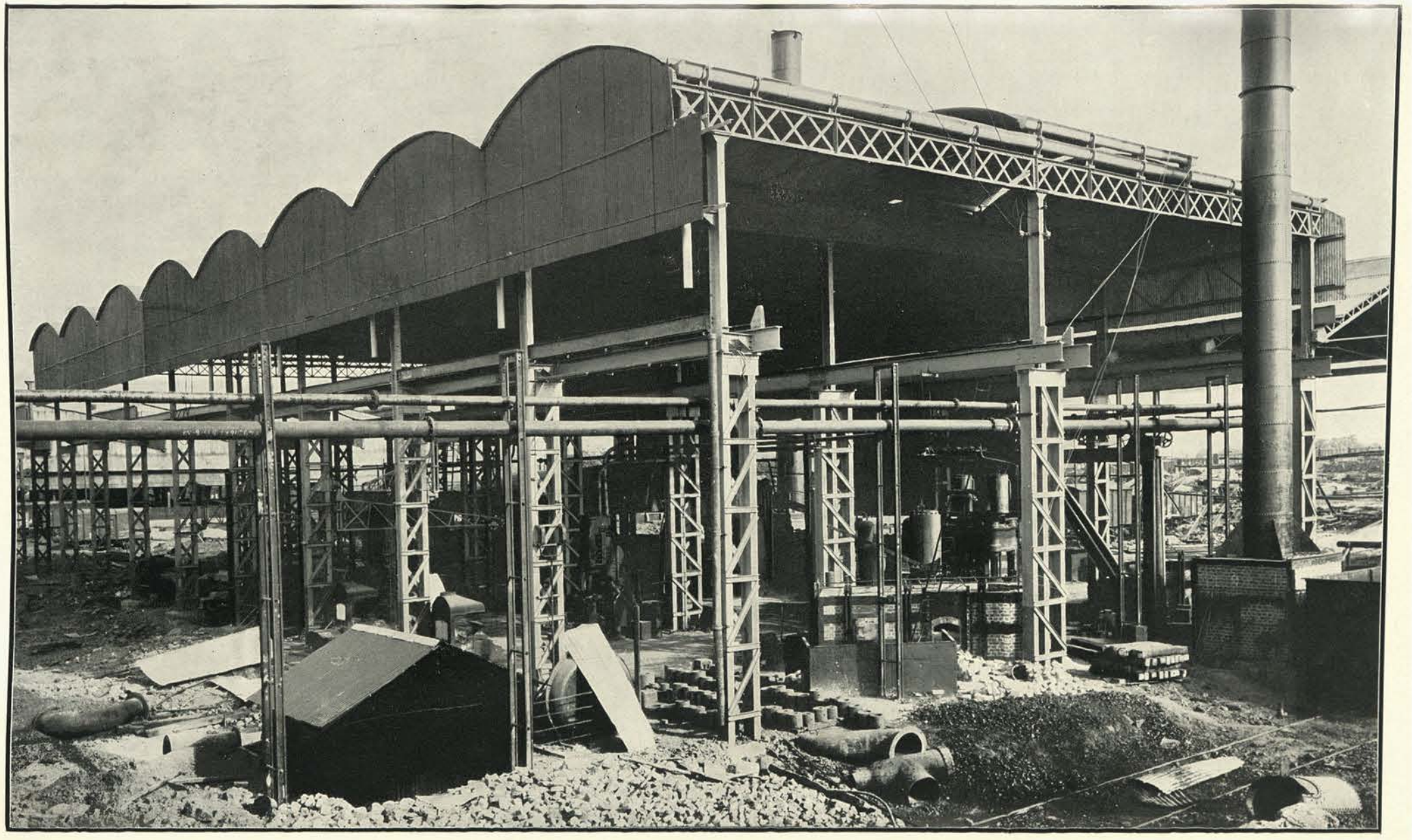
Eastern Bengal Railway.—Under arrangements with the East Indian Railway their booking office in Park Street was opened for the booking of passengers, luggage and parcels over the Eastern Bengal and connected railway and steamer services.

East Indian Railway.—A new booking office was opened at Kingeraig between Sunny View and Mussoorie and the old one closed. The existing lower class booking office on the City side of Cawnpore was also opened for booking first and second class passengers. During the Adh Kumbh Mela, Sangam (near Allahabad) and Prayag Ghat stations were opened, also several temporary booking Offices at Allahabad, Naini and Bindhachal. Booking offices were opened at Gaya City and Palmerganj Bathing Ghat temporarily during the Pitripukh *mela*.

Madras and Southern Mahratta Railway.—The two city booking offices at Tirupati East and Vellore Town, worked by the South Indian Railway were opened for the booking of passengers for the Madras and Southern Mahratta Railway. Two flag stations were also opened and twelve halts for rail cars provided.

His Exalted Highness the Nizam's State Railway.—Temporary booking offices were opened during important jattras and *melas*.

North Western Railway.—A city booking office was opened at Khunda Ladheke. Moga Hospital city booking office was as usual re-opened temporarily for the booking of intermediate and third class passengers, also a temporary booking office for passengers at Sadhoke station.



New Forge at Jamalpur (half completed).

During the summer season a booking office for passengers and luggage was opened on the Mall at Simla.

South Indian Railway.—New stations were opened at Point Calimere, Natarajapuram and Neyveli.

(ii) *Waiting rooms and waiting halls.*

Assam Bengal Railway.—Gomdandi and Dhoom Ghat stations were converted to semi-pucca standard with third class waiting halls and ladies waiting rooms. A third class waiting room for ladies was provided at Tinsukia and an intermediate and third class waiting room for ladies at Mariani. Cement benches were provided in the waiting halls at Sitakund and Senchoa and the ladies waiting rooms at Laksam and Sonaimuri were extended.

Bengal and North-Western Railway.—Two upper class waiting rooms were opened one each at Shohratgarh and Ghughli also a third class waiting hall at Chainwa.

Bengal Nagpur Railway.—A new third class waiting hall was provided at Birsola, also an intermediate class waiting room at Sakhigopal. The third class waiting halls at Pendurti and Meramandeli were extended.

Bombay, Baroda and Central India Railway.—Improvements and alterations were in progress to waiting rooms and lower Class waiting halls at nine stations.

Burma Railways.—The waiting hall on the island platform at Thingangyun and the third class waiting hall at Pyawbwe were extended.

Eastern Bengal Railway.—The following were provided :—

A ladies waiting room at Taltalahat, an additional third class passenger hall at Banmankhi, a permanent station building with waiting hall at Barpeta Road, new ladies' waiting room and passenger hall with verandah at Arariya Court, and a waiting hall at Siliguri, with a foot overbridge over the Darjeeling Himalayan Railway lines, were provided.

East Indian Railway.—Waiting rooms were provided for intermediate class passengers generally at Dhanbad, Lahksar, Shahjahanpur, Chandausi, Mirzapur and Prayag and separate rooms for " ladies " and " gentlemen " at Madhupur and Fyzabad, and a ladies waiting room at Bhagalpur. One third class waiting hall at Kastagram and two third class ladies waiting rooms at Dubrajpur and Sainthia were also provided.

Great Indian Peninsula Railway.—The waiting halls at Savda, Raver, Wun, Nimbhora, Burhanpur and Jalamb were paved. Two wagon bodies were provided as shelters, one each at Karanja Town and Murtazapur Town. Electric lights were fitted in the waiting rooms at Kasara, Vasind, Talegaon, Jubbulpore and Kirkee. The third class waiting hall at Katni was enclosed.

Jodhpur Railway.—One additional waiting room for upper class and one for third class passengers were provided.

Madras and Southern Mahratta Railway.—Waiting halls for third class passengers were provided at two stations.

His Exalted Highness the Nizam's State Railway.—The upper class gentlemen's waiting rooms at Secunderabad and at Pedapalli were improved and minor additions made in the upper class waiting rooms at Hyderabad (broad gauge), Vikarabad, Kazipet, Dornakal and Mahbubnagar. A third class waiting hall was provided at Dichpalli.

North Western Railway.—Waiting rooms for upper class passengers generally were provided at Mehrabpur and Sanawan and for ladies only at Shahdadpur and Bahawalnagar. Waiting rooms for intermediate and third class passengers were built at Gujranwala Town, Amritsar, Khunda Ladheke, Delhi and Mithiani. The first and second class waiting rooms at Karachi city and Karachi Cantonment and the intermediate class waiting rooms at Lahore were provided with Indian type latrines.

South Indian Railway.—Additional waiting halls were built at Punthottam (a festival centre), Kodikkalpalaiyam, Manjattidal and Ravanasamudram.

The following statement summarises the number of waiting rooms and waiting halls provided on each Class I railway for the use of intermediate and third class passengers :—

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	295	352	510	649	452	453	758	560	144	539	210	869	179	97	602
2. Number of stations at which waiting rooms or halls have been provided for intermediate class passengers :—															
(i) generally	10	5	12	1	..	8	46	*Nil*	*Nil*	*Nil*	*Nil*	11	3	*Nil*	*Nil*
(ii) for women only	59	10	14	1	..	4	41	*Nil*	*Nil*	*Nil*	*Nil*	16	2	2	*Nil*
3. Number of stations at which third class waiting rooms or halls have been provided :—															
(i) generally	238	251	460	474	452	423	335	467	93	493	210	650	110	94	581
(ii) for women only	127	35	69	2	*Nil*	326	173	13	3	14	2	50	12	12	13
4. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic :—															
(i) for intermediate class, generally	3·39	1·42	2·35	0·15	..	1·77	6·07	*Nil*	*Nil*	*Nil*	*Nil*	1·27	1·68	*Nil*	*Nil*
(ii) for intermediate class, women only.	20·0	2·84	2·75	0·15	..	0·88	5·41	*Nil*	*Nil*	*Nil*	*Nil*	1·84	1·12	2·06	*Nil*
(iii) for third class, generally	80·7	71·3	90·2	73·0	100·0	93·4	44·2	83·4	64·6	91·5	100·0	74·8	61·5	96·9	96·5
(iv) for third class, women only	43·1	9·94	13·5	0·31	*Nil*	72·0	22·8	2·32	2·08	2·60	0·95	5·75	6·70	12·4	2·16

C.=Commercial. S.=Strategic.

(iii) The following statements show the present position in regard to platforms generally :—

(a) *Number of stations provided with covered platforms.*

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	295	352	510	649	452	453	758	560	144	539	210	869	179	97	602
(i) Class D (or flag stations)	98	21	64	116	91	126	128	84	57	86	53	249	34	5	143
(ii) Other than class D (or flag) stations.	197	331	446	533	361	327	630	476	87	453	157	620	145	92	459
2. (i) Number of stations at which there are two or more platforms.	22	29	83	107	77	90	390	190	5	55	25	226	9	8	79
(ii) Total number of platforms at such stations.	53	72	176	262	158	235	964	452	18	155	59	529	23	11	215
(iii) Total number of covered platforms at such stations.	4	*Nil*	4	176	73	96	211	125	*Nil*	68	11	144	3	6	93
(iv) Percentage of (iii) to (ii)	7·55	*Nil*	2·27	67·2	46·2	40·8	21·9	27·6	*Nil*	43·9	18·6	27·2	13·0	54·5	43·3
3. (i) Number of stations other than class D at which there is only one platform.	175	309	373	358	296	242	238	312	82	398	147	411	136	84	380
(ii) Number of such stations at which there are covered platforms.	*Nil*	*Nil*	1	5	4	*Nil*	37	9	*Nil*	22	*Nil*	9	1	*Nil*	6
(iii) Percentage of (ii) to (i)	*Nil*	*Nil*	0·27	1·40	1·35	*Nil*	15·5	2·88	*Nil*	5·53	*Nil*	2·19	0·74	*Nil*	1·58

C.=Commercial. S.=Strategic.

(b) *Number of stations provided with platforms above rail level.*

—	A. B.	B. & N. W.	B. N.	B., B. & C. I.	Burma.	E. B.	E. I.	G.I.P.	Jodhpur.	M. & S. M.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	295	352	510	649	452	453	758	560	144	539	210	869	179	97	602
(i) Class D (or flag) stations	98	21	64	116	91	126	128	84	57	86	53	249	34	5	143
(ii) Other than class D (or flag) stations.	197	331	446	533	361	327	630	476	87	453	157	620	145	92	459
2. (i) Number of stations other than flag stations at which there are more than one platform.	22	28	75	99	62	85	370	163	5	55	11	202	9	8	79
(ii) Total number of platforms at such stations.	53	70	158	246	128	224	931	398	18	155	32	479	23	23	215
(iii) Total number of platforms at such stations above rail level.	5	56	132	229	50	180	606	316	18	155	31	373	17	18	145
(iv) Percentage of (iii) to (ii)	9·43	80·0	83·5	93·1	39·1	80·4	65·1	79·4	100·0	100·0	96·9	77·9	73·9	78·3	67·4
3. (i) Number of stations at which there is only one platform.	273	323	428	507	375	363	362	345	139	484	185	527	170	88	523
(ii) Number of such stations at which platforms are above rail level.	6	158	123	201	39	127	155	197	7	320	74	178	91	28	278
(iii) Percentage of (ii) to (i)	2·20	48·9	28·7	39·6	10·4	35·0	42·8	57·1	5·04	66·1	40·0	33·8	53·5	31·8	53·2

C.=Commercial. S.=Strategic.

(iv) *Refreshment rooms for Hindus and Mohammedans.*

The table below shows the number of stations on Class I Railways, provided with refreshment rooms separately and jointly for Hindus and Mohammedans on 31st March 1936, and of these the additions that were made during 1935-36.

Name of Railway.	Number of stations provided with refreshment rooms for the use of			Number of refreshment rooms which were provided during the year.		
	Hindus and Mohammedans.	Hindus only.	Mohammedans only.	Hindus and Mohammedans.	Hindus only.	Mohammedans only.
Assam Bengal	3	..	..	..	..	..
Bengal and North-Western	..	9	9	..	..	..
Bengal Nagpur	13	..	..	..	..	..
Bombay, Baroda and Central India	..	8	5	..	..	..
Eastern Bengal	2	13	8	..	1	1
East Indian	15	3	5	..	..	..
Great Indian Peninsula	..	5	5	..	..	..
Jodhpur	3	1	..	..	..	..
Madras and Southern Mahratta	..	35*	7	..	..	..
His Exalted Highness the Nizam's State.	..	10	10	..	..	..
North Western	..	22	22	..	1	1
Rohilkund and Kumaon	1	..	..	..	..	..
South Indian	34	..	5	1	..	..

* Hindu refreshment rooms though run on Hindu lines supplying vegetarian Hindu food are open to other communities also.

(v) *Vendors' stalls in waiting halls and on platforms.*

Assam Bengal Railway.—One standard tea stall with kitchen for Marwaris at Chaparmukh and two for Hindus (one each) at Hojai and Sibsagar Town were opened during the year. The stalls at Lumding and Tinsukia were improved.

Bengal and North-Western Railway.—There are vendors' stalls at 38 stations. Tea stalls were provided at 3 stations.

Bengal Nagpur Railway.—No addition was made to the number of stalls, *i.e.*, 65, in use during the previous year.

Bombay, Baroda and Central India Railway.—82 stations on the broad gauge and 32 stations on the metre gauge had stalls. Stalls were opened during the year at three stations, *viz.*, Lower Parel, Udwada and Kankaria.

Burma Railways.—260 stalls that were open during the previous year continued in service.

Eastern Bengal Railway.—75 stations had vendors' stalls. The designs of vendors' stalls and vending boxes were standardized and the introduction of the new designs at stations was in hand.

During the year stalls at Ichhapur, Kushtia, Bhatiapara Ghat and Kumarkhali were closed down due to poor patronage.

East Indian Railway.—Stalls existed at 110 stations: five additional stalls were opened one each at Patna City, Bihta, Sheikhpura, Madhupur and Gujhandi, during the year.

Great Indian Peninsula Railway.—Stalls were open at 140 stations of which 8 stalls were provided during the year as follows:—

2 at Dudhni and Bhamburda; and

1 each at Raja-ki-Mandi, Ganj-Basoda, Mohol and Sarola.

Jodhpur Railway.—Vendors' stalls were in existence at eight stations, of which three stalls were opened during the year, one each at Nabisar Road, Naukot Sind and Samaro Road. Ice and aerated water stalls were opened

temporarily at Mirpur Khas, Chhor, Pithoro, Nabisar Road, Jhudo and Jamesabad.

Madras and Southern Mahratta Railway.—Stalls were in use at 127 stations.

His Exalted Highness the Nizam's State Railway.—There were 128 stalls open at stations.

North Western Railway.—At the end of the year stalls were in use at 114 stations. During the year, five stalls were provided one each at Phagwara, Ummedpur, Narang, Tando Muhammad Khan and Peshawar City. Tea tables were placed in the stalls at certain of the more important stations.

Rohilkund and Kumaon Railway.—There were 14 stations at which stalls were open at the end of the year; two of these stations each had two stalls. Seven stalls were opened during the year and that at Izatnagar closed.

South Indian Railway.—At the end of the year, there were 170 stalls. During the year two fruit stalls were provided: one at Madras Egmore and the other at Ferok.

The following statement summarises the number of stations on Class I Railways, at which there were vendors' stalls :—

Railway.	Number of stations at which stalls were in service on 31st March, 1936.	Number of stalls opened during the year.
Assam Bengal	51	1
Bengal and North-Western	38	3
Bengal Nagpur	65	..
Bombay, Baroda and Central India	114	3
Burma	260	..
Eastern Bengal	75	..
East Indian	110	5
Great Indian Peninsula	140	8
Jodhpur	8	3
Madras and Southern Mahratta	127	..
His Exalted Highness the Nizam's State	23	..
North Western	114	5
Rohilkund and Kumaon	14	7
South Indian	170	2

(vi) *Water supply for passengers.*

Assam Bengal Railway.—(*a*) *Large stations.*—Water taps are provided on the platforms and watermen are also employed at a number of stations to supply drinking water to passengers at train times.

(*b*) *Small stations.*—A supply of clean chlorinated water is available at all stations in earthen chatties, and in addition to European type filters in use at twenty-four stations.

(*c*) Tube wells were provided during the year at Gomdandi, Laksam, Gangasagar, Katakhal, Noajan and Mairabari and wells at Haila Kandi and Silghat Town. Tube wells were also sunk at Sitakund, Baraiyadhala and Lanka. The water supply arrangement at Shamganj was improved.

(*d*) 29 watermen were permanently employed at 27 stations and an additional waterman was employed at Chittagong during the hot weather months.

Bengal and North-Western Railway.—(*a*) *Large stations.*—Hydrants are provided at suitable places on the station platforms. During the year a stand pipe close to the waiting hall near the booking office at Gonda, two hydrants at Chupra Kacheri and two on the island platform at Chupra were provided. Water is also supplied to passengers in trains by watermen provided with wheeled water tanks and buckets.

(*b*) *Small stations.*—Fresh cool drinking water is kept ready in buckets in the station verandah for supply to passengers in trains by watermen and other staff specially deputed for the purpose. The staff have a special uniform so that they may be easily recognised by passengers. At engine watering stations hydrants are provided for supply of fresh water to passengers. A tube well pump was provided at Motihari station.

(*c*) 123 watermen were permanently employed at 96 stations: and 143 more watermen were engaged temporarily during the hot weather months.

Bengal Nagpur Railway.—(*a*) *Large stations.*—Water taps are provided on station platforms and in waiting halls. Watermen supply water to passengers in trains from drums on wheels; these drums are kept in specially designed shelters which keep the water cool.

(*b*) *Small stations.*—163 drums on wheels are used by watermen for supplying water.

(*c*) 178 watermen were permanently employed at 136 stations and 107 additional watermen were engaged temporarily during the hot weather months.

Bombay, Baroda and Central India Railway.—(*a*) *Large stations.*—An adequate number of water taps are provided on platforms; in addition, permanent Hindu watermen and bhisties, supplemented by temporary men during summer season, supply drinking water to passengers. On the metre gauge section 84 Hindu watermen and Bhisties are employed in passenger trains to supply water to passengers in trains. At the majority of stations, water is stored and cooled in earthen *gharas,* in water huts and *piaos.*

(*b*) *Small stations.*—Hydrants are provided at certain stations and at others permanent watermen, supplemented by temporary men during the summer season, supply cool drinking water to passengers.

(*c*) At 29 stations on the broad gauge and at 304 stations on the metre gauge, 44 and 489 watermen respectively were employed permanently. In addition, 91 and 41 temporary watermen were employed during the hot weather months.

Burma Railways.—(*a*) *Large stations.*—Hydrants are provided on the platforms and in the waiting halls.

(*b*) *Small Stations.*—Earthen pots filled with water are placed on special stands protected from the sun.

(*c*) 20 watermen were permanently employed at 14 stations and 5 watermen temporarily during the hot weather months.

At Thazi four bathing places were provided for 3rd class passengers.

Eastern Bengal Railway.—(*a*) Additional facilities were provided as follows:—

A pipe line supplying drinking water was extended to the platform at Ranaghat; the filtered water supply for the refreshment room at Sealdah main station was improved; the platform scoops at Mymensingh were improved; the filtered water taps at Amingaon were replaced by Tomlinson type double scoop water saving device; and a tube well was sunk at Guma.

(*b*) 101 watermen were permanently employed at 68 stations and 11 temporarily during the hot weather months.

East Indian Railway.—(*a*) *Large stations.*—In addition to hydrants on platforms, galvanised tanks on wheels or trollies with earthen pots were used for supplying water to passengers. Separate trellis kiosks containing earthen pots or buckets of drinking water were also in use. A new type of tank barrow designed to keep water cool was being tried as an experimental measure on the Asansol Division.

(*b*) *Small stations.*—Trellis kiosks were in use at 88 stations.

(*c*) 684 watermen were permanently employed at 455 stations and 590 temporarily during the hot weather months.

Great Indian Peninsula Railway.—(*a*) *Large stations.*—Watermen were permanently employed to supply water to passengers and in addition water chatties filled with cool drinking water were kept on the platforms in water cages for Hindus and Mohammedans separately. Two drinking water fountains were provided at Harda.

(*b*) *Small stations.*—Kankharies and chatties containing cool drinking water were placed in shelters.

(*c*) 281 watermen were permanently employed at 208 stations and 382 temporarily during the hot weather months.

Jodhpur Railway.—(*a*) *Large stations.*—Water taps were provided on platforms, in addition to piaos. Hindu watermen were also in service.

(*b*) *Small stations.*—Hindu watermen were engaged and piaos provided at the majority of stations.

(*c*) 131 watermen were permanently employed at 112 stations and 16 temporarily during the hot weather months.

Madras and Southern Mahratta Railway.—One or more five gallon earthenware pots fitted with brass cock and tin lid are placed on stands at all stations. Watermen are also employed at certain stations, at others where potable water is available in sufficient quantities water taps are provided during the year. Such taps were provided at Sholinghur, Kotipalle and Anantapur.

140 watermen were permanently employed at 110 stations; 42 watermen were also employed temporarily during the hot weather months.

During the hot weather, public bodies are also permitted to supply drinking water to passengers.

His Exalted Highness the Nizam's State Railway.—Water taps were provided at all important stations and also at some small stations.

At 7 stations there were two permanent watermen and at 11 stations one each. During the hot weather, one third class compartment was set apart in each passenger train for a travelling waterman, who supplied drinking water to the passengers.

North Western Railway.—At all important stations water shelters with a sufficient number of *mutkas* or *gharras* containing cool drinking water were provided. Water hydrants and tube wells with hand pumps were installed at some stations and barrows containing cold water were in use at others. At large stations separate watermen were specially deputed to attend to " ladies " compartments and the watermen at small stations were particularly instructed to attend the " ladies " compartment first.

1,456 watermen were employed permanently at 907 stations and 701 watermen temporarily during the hot weather months. On certain sections travelling watermen supplied cool drinking water to passengers travelling by day trains.

Rohilkund and Kumaon Railway.—(*a*) *Large stations.*—Eighteen water carts of improved pattern were in use for the supply of water to passengers. Two double stand pipes were also provided at Gola Gokaran Nath during *melas*.

(*b*) *Small stations.*—In addition to cool drinking water placed in buckets for the use of passengers, Gujranwala pumps were installed at several stations.

(*c*) 42 watermen were stationed permanently at 42 stations and 37 watermen were engaged temporarily during the hot weather months. In addition, 11 watermen were in service at important stations.

South Indian Railway.—(*a*) *Large stations.*—In addition to the provision of hydrants, water tubs and drums on platforms, water carriers were detailed to supply water to passengers in trains.

(*b*) *Small stations.*—At some hydrants were provided and in addition water was stored in drums which were kept in a cage or box. The following were the important improvements effected during the year :—

(i) The chlorinated drinking water tank at Cuddalore Junction was renewed.

(ii) The drinking water supply pipe line at Cannanore station was isolated.

(iii) The water supply to the hydrant at Tuticorin was improved.

(iv) A drinking water tank was provided at Rameswaram station.

(v) The water supply to the hydrant at Rameswaram station was improved.

(vi) A new pipe line was installed at Tinnevelly Junction.

(vii) *Restaurant or buffet car services.*

Assam Bengal Railway.—One restaurant car was in regular service on the Assam Mail trains between Hojai and Furkating.

Bengal Nagpur Railway.—Restaurant cars catering in European style were run on the Bombay and Madras Mail trains.

Bombay, Baroda and Central India Railway.—Restaurant cars catering in European style were in service on the Frontier Mail between Bombay Central and Delhi, on the Sind-Delhi Mail between Ahmedabad and Ajmer and the Delhi Express between Ahmedabad and Delhi.

Compartments catering in the Indian style were run in third class carriages on the Kathiawar Express between Bombay Central and Viramgam and in the Delhi Express between Bombay Central and Delhi.

Eastern Bengal Railway.—Restaurant cars catering in European style were run on the Assam Mail between Calcutta and Parbatipur.

East Indian Railway.—Restaurant cars catering in European style, were provided on 8 services :—

Nos. 1 Up and 2 Down—Calcutta-Delhi-Kalka Mails.

Nos. 3 Up and 4 Down—Bombay Mails.

Nos. 7 Up and 8 Down—Howrah-Delhi Expresses.

Nos. 5 Up and 6 Down—Calcutta-Punjab Mails.

On the Up and Down Punjab Express trains restaurant cars for lower class passengers were run between Howrah and Saharanpur. Five bogie third class carriages converted into Indian restaurant cars were running on the line from the month of August.

Great Indian Peninsula Railway.—Restaurant cars catering in European style, were run on sixteen trains, and those catering in Indian style on two trains. Buffet cars were also run on four trains.

Restaurant cars with Hindu and Mohammedan Kitchen compartments, which were run during the year between Bhusaval and Jhansi on the Bombay-Peshawar trains had to be discontinued owing to lack of patronage.

Jodhpur Railway.—Restaurant cars catering in European style, were run on Mail trains between Marwar and Hyderabad (Sind).

Refreshment cars catering in Indian style were run between :—

Marwar and Hyderabad (Sind) on 3 Up and 4 Down mail trains.

Jodhpur and Hyderabad (Sind) on 9 Up and 10 Down mixed trains.

Sujangarh and Degana on 29 Up and 30 Down mixed trains.

Indian buffet cars providing light refreshments were run between Jodhpur and Phalodi on 73 Up and 74 Down mixed trains.

Madras and Southern Mahratta Railway.—Restaurant cars catering in European style were run on seven mail and express trains.

Refreshment cars catering in Indian style were run on 16 trains.

His Exalted Highness the Nizam's State Railway.—A buffet car for the supply of meals and other refreshments to Hindu and Mohammedan passengers, was run on the Up and Down passenger trains between Bezwada and Wadi.

North Western Railway.—Restaurant cars catering in European style were run on the following trains :—

Karachi Mail trains between Lahore and Rohri.

Quetta Mail trains between Rohri and Karachi.

Frontier mails between Jullundur city and Rawalpindi, Lahore and Rawalpindi.

Punjab-Calcutta mail between Lahore and Jullundur city.

Dining and vending cars for Hindus and Mohammedans were run on the following trains :—

Bombay Express trains between Lala Musa and Delhi.

Karachi Mail trains between Lahore and Rohri.

Rohilkund and Kumaon Railway.—Restaurant cars, catering in European style, were run on the Up and Down Agra-Kathgodam Express, and Bareilly-Kathgodam Light Passenger.

South Indian Railway.—Dining cars catering in European style were run on the Indo-Ceylon Express between Trichinopoly and Dhanushkodi and on the Blue Mountain Express between Erode Junction and Mettupalaiyam during the hill season. Indian buffet cars, providing light refreshments, were run on the following trains :—

Dhanushkodi Fast Passenger between Madras and Dhanushkodi.

Trivandrum Fast Passenger between Madras and Shencottah.

Shencottah Passenger between Madras and Shencottah.

The following summarises the restaurant car services during 1935-36 :—

Railway.	Number of trains on which restaurant cars were run, catering in		Number of trains on which buffet cars were run.	Remarks.
	European Style.	Indian Style.		
Assam Bengal	2	..	..	
Bengal Nagpur	4	..	..	
Bombay, Baroda and Central India	6	4	..	
Eastern Bengal	2	..	..	
East Indian	8	2	..	
Great Indian Peninsula	16	2	4	
Jodhpur	2	6*	2	* Refreshment cars.
Madras and Southern Mahratta	7	16*	..	
His Exalted Highness the Nizam's State.	..	.*	2	
North Western	5	4	..	
Rohilkund and Kumaon	3	..	..	
South Indian	4	..	6	

Third Class Buffet Car on the Poona Express.

(viii) *Improvements carried out in existing lower class carriages.*

Progress in regard to the provision of amenities for the comfort and convenience of passengers in the existing lower class carriages has been maintained.

Electric lighting in lower class carriages has been improved on the Assam Bengal, Bengal and North-Western, Burma, Eastern Bengal and East Indian Railways. Most of the lower class stock on railways is now fitted with electric lights.

Seats in Intermediate class carriages on the Bengal Nagpur Railway are now upholstered in Rexine. The Burma Railways are paying attention to the smooth running of lower class carriages by alteration of bogie swing links and provision of less stiff elliptical springs. On the Eastern Bengal Railway, the metal straps fixing the cushions to the benches in Intermediate class compartments now pass through the cushions instead of over them, thus affording more comfortable seating. The central back rests in 48 metre gauge bogie corridor third class carriages on the South Indian Railway have been raised to prevent inconvenience to passengers. The centre double seats in 208 Intermediate class compartments on the North Western Railway have been converted to single ones. 97 third class carriages with female compartments on the Assam Bengal Railway have been provided with inter-communication windows on the partition between male and female compartments. The South Indian Railway have provided female compartments fitted with window bars in 5 broad gauge bogie Brake Van and Third class carriages.

The progress in providing illuminated plaques to readily identify female compartments at night, has been maintained.

Side louvres fitted to the old stock on the Eastern Bengal Railway are gradually being replaced by roof ventilators.

Additional footstep and hand rails have been provided in lower class carriages for the convenience of passengers getting into and out of the carriages at low level platforms on the South Indian Railway.

The provision of hat pegs and hooks in all the intermediate and third class carriages has been taken in hand on the North Western Railway and 1,277 lower class carriages were provided with these fittings during the year.

(ix) *Improvements carried out in the latrines of third class carriages.*

The improvement of latrines in third class carriages continues to receive attention.

Electric lights have been provided in all the latrines of lower class stock on the Bengal and North-Western, Bombay, Baroda and Central India and South Indian Railways. The lighting of third class latrines on the main line block rakes has been improved on the Burma Railways. The 10 watt vacuum lamps in third class carriages on the Eastern Bengal Railway continue to be replaced by 15 watt gas filled lamps. On the North Western Railway latrines of 283 bogie third class carriages have been provided with electric lights, leaving a balance of 195 vehicles to be completed in this respect.

An improved type of latrine has been introduced on the Bengal and North-Western Railway and this is being fitted as the carriages pass through shops for re-building. Cast iron enamelled latrine pans have been fitted in place of those of ordinary cement finish in lower class compartments on the Bengal Nagpur Railway. The zinc pans in latrines of old type carriages are gradually being replaced by enamelled pans and composition flooring on the Eastern Bengal Railway. About 100 latrines have been so dealt with during the year. Elephant flooring and walls to waist line were fitted in latrines in 5 new third class carriages on the Madras and Southern Mahratta Railway. Sloping fixed shutters are being provided in the latrines of third class carriages on this railway as they pass through shops. On the Jodhpur Railway, latrines in third class carriages have been provided with water tanks

besides other minor improvements such as coat hooks and frosted glass windows.

Iron coat hooks have been provided in all latrines of lower class carriages on the Assam Bengal Railway. 119 carriages have also been fitted with brackets for holding *lotas* and soap.

The problem of enlarging the size of latrines in lower class carriages is engaging the attention of railways and satisfactory progress is being made in this direction.

(x) *Arrangements to ensure cleanliness of latrines in passenger trains.*

Assam Bengal Railway.—Train examiners at terminals and intermediate train examining stations were required to give special attention to cleaning and disinfecting lavatories and latrines in all carriages. At terminal stations train examiners were made personally responsible for seeing that the roof tanks of carriages were clean and filled with water before each trip. District officers inspected all coaches at regular intervals. Overhead watering arrangements for carriages were provided at Badarpur, Lumding, Akhaura and Shaistaganj.

Bengal and North-Western Railway.—Latrines were inspected at all carriage examining stations and thoroughly washed out and cleaned at terminal stations.

Bengal Nagpur Railway.—Khargpur, Chakardharpore, Bilaspur, Khurda Road, Dongargarh, Jharsuguda and Amda were provided with disinfectant tanks mounted on wheels to facilitate the cleaning of lavatories.

Bombay, Baroda and Central India Railway.—Tanks of carriages were filled at starting stations and replenished at large stations *en route* by special staff. Notices were also exhibited in the lavatories of third class carriages on the broad gauge advising the public to inform the guard or station staff, when the services of a sweeper were required. The names of stations, where sweepers were specially provided for the purpose, were also detailed in these notices. On the metre gauge, lavatories in carriages were cleaned *en route* by sweepers provided at certain stations.

Burma Railways.—Extra sweepers for cleaning latrines in third class carriages were posted at important stations, where through trains had a sufficiently long halt.

Eastern Bengal Railway.—The latrines in all carriages were washed, cleaned and disinfected at terminal stations, and special arrangements were made for cleaning at three intermediate stations on the broad gauge and four stations on the metre gauge. Sweepers were also kept in readiness at other stations to attend to latrines of carriages on through trains. Arrangements were made to fill the lavatory tanks of intermediate and third class compartments at eleven stations.

East Indian Railway.—The tanks of carriages were filled at all starting stations and also *en route* when necessary. At terminal stations each rake was thoroughly cleaned and washed. At the larger stations staff were detailed for cleaning carriages and attending to latrines. All Head Train Examiners had instructions to inspect trains and see that the orders issued were complied with.

Great Indian Peninsula Railway.—All latrines were flushed with water, then scrubbed down with soap and water, flushed again with water and finally disinfected at the starting stations. At intermediate stations, sweepers were detailed to clean lavatories in each unoccupied compartment, and those in the occupied compartments, when desired by passengers.

Water tanks were provided to supply water for the tanks in third class lavatories both at starting stations and at certain stations *en route*.

Jodhpur Railway.—Carriage tanks were filled at terminal stations and at intermediate engine changing stations. At stations where trains stopped

for a sufficiently long time, the staff attended to latrines, if and when desired by passengers.

Madras and Southern Mahratta Railway.—The carriage tanks on all trains were filled with water and latrines cleaned at starting stations and at suitable stations *en route*. At all important stations, sweepers were detailed to attend to each train to clean latrines.

His Exalted Highness the Nizam's State Railway.—At all starting stations and at junctions, staff were instructed to fill up water tanks of all passenger carriages and to sweep and clean all latrines.

North Western Railway.—Instructions were issued to the staff to give particular attention to the cleanliness of latrines in passenger carriages and to see that tanks in carriages were filled both at the starting station and at stations *en route*. Instructions were also issued that sweepers should be detailed to attend to latrines on arrival of trains.

Rohilkund and Kumaon Railway.—All tanks of passengers and mixed trains were filled at starting stations and suitable intermediate stations. At all carriage examining stations and at certain terminal stations, sweepers were posted to clean latrines.

South Indian Railway.—The lavatories in carriages on trains were cleaned at starting stations and at stations *en route* where train examining staff were posted. Time permitting, lavatories were cleaned at other stations also or if specially requested by passengers. Third class carriages on through trains were cleaned at some of the principal stations on the broad gauge and at Trichinopoly on the metre gauge. Public complaint books have also been kept at important stations.

(xi) *Overcrowding in third class carriages.*

A census of the number of passengers actually carried in third class carriages is taken on all Railways during the period of the year when traffic is normally at its peak, in order primarily to see to what extent there is overcrowding. The results of the census taken during the year under review showed that the stock provided was generally sufficient and cases of overcrowding were comparatively rare. Enquiries made in these cases indicated that the overcrowding was due to exceptional circumstances that could not ordinarily be foreseen such as a sudden rush of marriage parties, etc. The figures recorded at these censuses were placed before the Local Advisory Committees of the Railways concerned and action taken as required in each case.

CHAPTER VIII.

MISCELLANEOUS.

84. Accidents.—(*a*) The following table shows the number of railway servants and other persons killed and injured in accidents on Indian Railways, excluding casualties in railway workshops, during the year 1935-36 as compared with the previous year :—

Cause.	KILLED.		INJURED.	
	1934-35.	1935-36.	1934-35.	1935-36.
A.—Passengers.				
In accidents to trains, rolling-stock, permanent-way, etc.	15	5	74	87
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	189	177	794	787
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	5	3	38	27
Total .	209	185	906	901
B.—Railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	10	16	107	135
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	183	164	2,269	2,306
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	24	22	6,071	6,618
Total .	217	202	8,447	9,059
C.—Other than passengers and railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	32	98	42	139
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,545	2,599	790	767
In accidents on railway premises in which the movements of trains, vehicles, etc., was not concerned.	28	25	67	84
Total .	2,605	2,722	899	990
GRAND TOTAL .	3,031	3,109	10,252	10,950

(*b*) Out of the total of 3,109 persons killed, 1,968 were trespassers; 542 were reported to be suicides and 50 were killed on railway premises otherwise than during the movement of trains, vehicles, etc. The increase in the number killed, as compared with previous year, is principally under the head "suicide" (82). The number of passengers killed, decreased by 24 and of passengers injured by 5 although there was an increase of 3 million passenger train miles.

(*c*) The following statement shows the number of passengers killed and injured on all railways during each of the last 5 years:—

Year.	PASSENGERS.	
	Killed.	Injured.
1931-32	255	912
1932-33	231	843
1933-34	232	964
1934-35	209	906
1935-36	**185**	**901**

(*d*) On class I Railways the number of railway servants killed in accidents which occurred during the movement of trains and railway vehicles, exclusive of train accidents, decreased by 12 whereas the number injured increased by 27.

The following table analyses the main causes of these accidents:—

Cause.	KILLED.		INJURED.	
	1934-35.	1935-36.	1934-35.	1935-36.
Misadventure or accidental . . .	124	**110**	2,022	**2,058**
Want of caution or misconduct on the part of the injured person.	45	**49**	182	**181**
Want of caution or breach of rules, etc., on the part of servants other than the person injured.	3	**1**	30	**23**
Defective apparatus or system of working, dangerous places, dangerous condition of work or want of rules or systems of working.	..	..	1	..
Total .	172	**160**	2,235	**2,262**

(*e*) The following statement analyses the accidents which occurred during the last two years, grouped under the principal causes. A statement showing

the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report:—

	1934-35.	1935-36.
1. Running over cattle	9,362	9,538
2. Derailments not involving passenger trains	3,217	3,077
3. Accidents due to failure of couplings and draw gear	2,029	2,025
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,406	1,639
5. Accidents due to failure of other rolling-stock	748	435
6. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	556	403
7. Broken rails	323	321
8. Derailment of passenger trains	274	273
9. Fires in trains or at stations or bridges	215	220
10. Running over obstructions on the lines other than those at level crossings	189	201
11. Collision involving goods trains or goods vehicles	133	165
12. Attempted train wrecking	107	101
13. Trains running over obstructions or vehicles at level crossings	73	85
14. Flooding of permanent-way	107	83
15. Land slips	52	68
16. Passenger trains running in the wrong direction through points but not derailed	72	62
17. Collisions involving passenger trains	47	59
18. Accidents due to failure of axles	51	52
19. Collisions between light engines	33	39
20. Accidents due to failure of tyres or wheels	33	20
21. Train wrecking	17	10
22. Accidents due to failure of brake apparatus	15	9
23. Failure of bridges or tunnels	5	4
24. Miscellaneous	315	325
Total	19,379	19,214

(*f*) The total number of accidents shows a decrease of 165 as compared with the previous year; although there was an increase in total train miles of about 3·9 millions:—

(i) "Running over cattle" still accounts for the largest number of accidents, *i.e.*, 50 per cent. of the whole. Next in order, are "derailments not involving passenger trains" (16 per cent.), "accidents due to failure of couplings and draw gear" (11 per cent.), "accidents due to failure of engines owing to faulty working of the running staff" (9 per cent.), "accidents due to failure of other rolling stock" (2 per cent.), and "accidents due to failure of engines owing to faulty material, etc., in the mechanical department" (2 per cent.).

(ii) Accidents in railway workshops accounted for the death of 12 and injuries to 8,136 railway servants, or an increase of 794 in the latter head as compared with the previous year.

85. Brief details are given below of the more serious accidents which occurred during the year under review:—

On the 10th May, 1935, No. 239 Up passenger train derailed at the up facing point of Salmari yard on the Eastern Bengal Railway,

resulting in serious injuries to six passengers, one of whom subsequently died, and slight injuries to six others. The driver of the train was seriously injured and three other railway employees slightly. The damage to rolling stock amounted to approximately Rs. 11,000 and to track Rs. 1,200.

On the 15th May, 1935, No. 38 Down mixed train collided with the rear of No. 600 Down goods train, which was standing at the Down outer signal of Barrackpore station on the Eastern Bengal Railway. Two persons were injured—a passenger by No. 38 Down who received slight injuries and the guard of No. 600 Down who was seriously injured and subsequently succumbed to his injuries. The damage to the engine and rolling stock was approximately Rs. 4,000 and to the track Rs. 150.

On the 16th June, 1935, No. S-30 Up goods train from Manikpur while running through on the loop line at Chitrakot station on the Great Indian Peninsula Railway ran into a dead-end siding and crashed into wagons standing there. The engine crew of three men and an extra fireman on the engine were slightly injured. The total damage to permanent way and rolling stock amounted to Rs. 2,454.

On the 29th June, 1935, No. 49 Grand Trunk Express, from Madras to Delhi, while running through Ghoradongri station on the Great Indian Peninsula Railway took the turn out to a short goods loop and collided with the stock standing thereon. Five persons were injured slightly. Three vehicles were damaged badly.

On the 1st February, 1936, No. 509 Up goods train coming from Raxaul entered Sagauli station on the Bengal and North-Western Railway at too high a speed to be able to stop at the buffer dead-end of the dock siding into which it was admitted and crashed through into the station building. Four passengers in the waiting hall and the Assistant Station Master on duty in the booking office were killed. The telegraph clerk received slight injuries. There was very little damage to the engine and none to the vehicles of the train.

On the 8th February, 1936, " A " pilot engine No. 1208, with a load of nine vehicles ran into a motor bus at level crossing No. 20-B on the Dumri Giridih Road on the East Indian Railway. Four passengers in the bus were killed instantaneously and fifteen injured more or less seriously.

On the 8th March, 1936, No. 4 Down Mail ran into a motor car at a level crossing at mile 66/24, between Kadok and Pyinbongyi on the Burma Railways. The driver of the car who was seriously injured subsequently expired in hospital and two other occupants of the car were slightly injured.

On the 24th March, 1936, No. 144 Up passenger train derailed near the approach to the Nahara Nullah bridge at mile 664/8 between Samnapur and Charegaon on the Bengal Nagpur Railway due to the line buckling. The driver and one fireman died as a result of their injuries and the second fireman was slightly injured. Fourteen passengers were injured, two seriously. The total damage to permanent way and rolling stock amounted to Rs. 47,000.

86. Damage by earthquakes, fire, floods and cyclones.—The most disastrous event of the year was the earthquake at Quetta on the 31st May, which affected a large part of the Quetta Division. 974 railway employees and members of their families were killed, 813 were injured, and very extensive damage was done to railway property. The decision by the Government that Quetta should be rebuilt, has made it necessary to restore all railway works to a more substantial design than previously existed owing to the danger of future shocks. The latest estimate for restoration of railway property on the Division stands at Rs. 104·18 lakhs.

On the 24th July, there was a disastrous explosion in the Joktiabad coal pit, of the Kurharbaree colliery, East Indian Railway, due to a blown out shot igniting the coal dust which had been expelled into the air by shots previously fired. The accident resulted in the death of 62 persons and in injuries to 14 others.

Railways were also subjected during the year to the usual floods and cyclones but the actual resulting damage was on the whole fortunately relatively small. The Assam Bengal Railway was visited by 5 cyclones during the year, 4 of which were between the 10th April and 19th May, but the damage was restricted mainly to roofs blown off and to a few of the quarters being blown down.

The damage to the South Indian Railway by a cyclone on the night of the 15th November, 1935 was, however, more extensive, as the storm travelled across the peninsula causing damage to about 6 sections of the railway and to the Nilgiri Mountain railway.

On the Bengal Nagpur Railway narrow gauge section, 2 trains were capsized by severe gales. The resulting damage was estimated at a little over Rs. 11,000.

Burma Railways.—Breaches due to heavy rains occurred on 21 sections causing interruption to traffic for a total of 111 days as against 74 days in the previous year.

87. Publicity.—The Central Publicity Bureau was able during the year under review to extend its contacts with other countries and particularly in the Far East, as a result of the deliberations at the Oriental Tourist Conference, convened by the Japanese Government in Tokyo in May, 1935, at which the Central Publicity officer, Indian State Railways was present.

The objects of this Conference were:—

To develop the tourist industry among all countries in the Orient and the South Sea Islands.

To support the common interests of the tourist organisations in these countries.

To improve travelling facilities for the benefit of tourists.

Thirty-five organisations from 21 different countries were represented at the Conference.

The outbreak of hostilities between Italy and Abyssinia prevented as good a tourist season as might have otherwise been expected. Tourist traffic began falling off by the end of November, 1935, but revived in February, 1936 and by the end of March had surpassed the results of the previous year. The number of passengers on world cruises increased by 29 per cent., the earnings therefrom being 22 per cent. more than in the previous year.

The directions in which publicity propaganda was undertaken by the various Railways generally is indicated in the following paragraphs:—

Bengal Nagpur Railway.—The issue of posters and handbills of a new design and of notices in vernacular newspapers was arranged on the occasion of certain *melas*, in addition to a more general distribution of leaflets and posters throughout the year. Editorial mention was obtained in various newspapers of travel facilities, holiday and excursion trains and boat specials. Two films on Puri were exhibited by the Indian Tea Cess Committee's travelling cinema cars at several stations. Effective advertisement is obtained by the narration of experiences by the passengers themselves, particularly by those who have travelled by excursion trains. Arrangements for the transportation, lodging and feeding of and for sight-seeing by passengers travelling by Excursion Specials were undertaken by the Railway at an inclusive cost. In Calcutta, such parties were met by the Officer-in-Charge of the Publicity Section and a few selected officials who looked after the excursionists. Buses bearing placards "Bengal Nagpur Railway Conducted Tours" were engaged to take people for sight-seeing in Calcutta.

Indian State Railways Publicity Stall at the British Empire Exhibition, New York, during 19th to 30th November 1935.

Educational travel for students also received special attention, and a "Conducted Tour" for the students of the Rajkumar College was particularly successful. At the request of the Local Government, the Officer-in-Charge of the Publicity Branch served on the general as well as the Publicity Committee of the Bengal Educational Conference.

A new edition of the Directory of Commodities containing information for the trading public was issued.

Bombay, Baroda and Central India Railway.—Leaflets and handbills were issued to give more publicity to local fairs and festivals and to the arrangements made by the Railway. In the case of fairs of All-India importance, such as the Rath Jatra fair at Puri and the Adh-Kumbh mela at Allahabad, publicity propaganda was conducted on a large scale in conjunction with the Central Publicity Bureau. Stalls were opened for the supply of information and for the distribution of handbills in connection with the Pushkar fair at Ajmere and at the exhibition held at Baroda on the occasion of the Golden Jubilee of His Highness the Gaekwar of Baroda. Extensive propaganda was also carried out by posters, leaflets and press advertisements in connection with the arrangements made for small parties of pilgrims and tourists.

Eastern Bengal Railway.—Efforts were made to foster goods traffic by the issue of posters and handbills, advertising the special rates for jute to Calcutta and the facilities for quick transport of certain other commodities.

Posters were exhibited and various forms of publicity literature distributed at ten exhibitions, and several railway publicity films were lent to exhibition authorities. A "talkies" set was provided for the broad and metre gauge cinema cars and used in connection with the "Puja Bazar Special Train".

Lantern slides depicting places of scenic, historic or religious interest and showing the facilities and concessions offered by the Railway were prepared and exhibited in several cinemas in Calcutta and the mofussil as well as in a touring cinema. Gramophone records describing in Bengali a visit to Calcutta and the facilities provided by the railway were lent to the All-India Radio Station at Calcutta, from where an address was also broadcast on the principal features of the Railway. Over half a million time tables, tariffs, junction rate lists, rate circulars, etc., were distributed during the year.

East Indian Railway.—Announcements of Poojah holiday concessions, special trains, arrangements for reservation and advance booking of passengers at Howrah and Calcutta City booking offices were broadcast by the All-India Radio Service in English and Bengali.

Illustrated pamphlets on travel facilities and concessions and pictorial posters of certain places of interest were published.

The measures adopted by the Railway to combat road motor competition, such as the issue of short period daily return tickets, running of additional train services, and the improvement of train connections, formed a special feature of publicity propaganda, through coloured handbills, folders, etc.

Arrangements were made for franking on envelopes issued to the public, slogan advertisements giving publicity to hot weather retreats, cheap week-end fares, seasonal concessions, etc.

Special attention was paid to advertising in the local vernacular press, pictorial-*cum*-letter press; advertisements were also published in the special numbers of certain foreign papers such as the London Chamber of Commerce Journal and the Illustrated London News.

Tourists travelling independently were supplied with itineraries and information helpful to them in their journeys. In addition, they were furnished with open letters to be used "in case of need," addressed to the railway staff requesting them to afford every assistance.

Special articles were published in newspapers and periodicals dealing with places of pilgrim and historical interest, health resorts, hill stations and the travel facilities afforded by the Railway.

Reciprocal arrangements were made with several cinemas in Calcutta and upcountry towns for the exhibition of the railway's slides at their shows in return for the display of their posters at railway stations.

15,000 pictorial posters, 31,000 letter-press posters, 700,000 handbills and 143,000 cheap illustrated folders in English and vernaculars were distributed during the year.

Great Indian Peninsula Railway.—More intensive propaganda was undertaken by means of advertisements in vernacular papers and by the distribution of handbills and posters in suitable areas. In the Deccan, announcements were made orally and by beat of drum, besides the distribution of handbills, in connection with the fairs at Pandharpur, Alandi Dehu and Kedgaon. A special effort was again made by canvassing and the wide distribution of folders advertising special concessions and fares to induce a larger number of Mohammedans from Bombay and Ahmednagar areas to attend the Bande Nawaz fair at Gulbarga. Wide publicity was given to the concessions offered by the Railway in the form of mileage coupon tickets, Christmas concession tickets and for the transport of motor cars, as well as to the facilities afforded for quick transport of goods by the bi-weekly express goods train service.

In order to stimulate students' tours during vacations the attention of the Principals of a large number of educational institutions was drawn to the concessions offered.

160,000 folders relating to various fairs, round tour tickets, zone tickets, express goods services, mileage coupon tickets, motor car concessions, etc., were printed and over 700,000 handbills distributed.

Madras and Southern Mahratta Railway.—About 700,000 handbills and pamphlets were distributed and over 9,000 posters exhibited in connection with local festivals. In addition, 14 broadcast announcements were made.

North Western Railway—Advertisement in newspapers.—Contracts for space in newspapers were made with 44 newspapers against 32 for the year 1934-35.

The cinema car introduced in 1934-35, visited one hundred and fifty-two stations and gave over 200 shows; the number of people attending was estimated at about 600,000.

Messrs. Thomas Cook and Sons introduced cabinet advertising in their head office in London, and their agencies at the more important places in India. The top half of these panels in their offices in London, Bombay, Delhi, Simla, Calcutta and Colombo was utilised for advertising concessions offered by the North Western Railway to international travellers.

Other items of interest were the issue of the Kulu Valley pamphlet, the introduction of envelope stuffers and the sale of railway picture post-cards with embossed stamps at the post offices in Bombay, Calcutta, Madras, Lucknow, Simla, Delhi and Lahore.

South Indian Railway.—More attention was paid to advertising as widely as possible fairs, festivals, races and sports meetings. All important concessions such as reduced fares, " Go As You Please Tickets " and train service facilities were advertised through posters, leaflets, press advertisements and cinema slides. Excursion special trains and small excursion parties were also arranged.

88. Anti-malarial measures.—During the year under review, anti-malarial measures were continued on railways with good results both for the staff and the railway administrations.

Bengal Nagpur Railway.—The Malariologist and his staff continued anti-malarial work on various parts of the line with great vigour. The places under malaria control numbered 34. On the open line malaria incidence was generally lower than in the previous year. On construction, malaria

only amounted to a maximum of 4·5 per cent. of all diseases and the maximum monthly infection rate in the labour force was 3·7 per cent.

Bombay, Baroda and Central India Railway.—Anti-malarial measures were continued during the year on the whole line particularly in Gangapur, Ajmer, Freelandgunj and Bombay Districts.

The total number of primary and recrudescent cases of malaria reported amongst employees only for the whole line was 11,635 and 10,086 respectively, a reduction of 952 and 1,655 cases as compared with 1934-35.

Eastern Bengal Railway.—At 12 of the stations under malaria control, anti-malarial work was carried out for a radius of half a mile from the outermost railway quarters on every side. At 12 other stations, anti-malarial work was confined to railway limits, the adjacent areas being dealt with by other public bodies. Anti-malarial work was carried out at the Hardinge Bridge and Bakudih quarries.

The Medical Department of the Railway co-operated with the Government of Bengal in the campaign against *anopheles ludlowi*, and in all cases the breeding places were rendered innocuous by suitable anti-larval measures. The Medical Department had to deal with only 7,098 malarial cases during the year as against 8,377 in 1934-35.

East Indian Railway.—The results of anti-malarial measures carried out during the year at Burdwan, Barwadih, Lhaksar and Lillooah were most satisfactory. Laboratory investigations have added considerably to the knowledge of the malaria problem at these stations.

Madras and Southern Mahratta Railway.—Anti-malarial work has been continued on the same lines as before and with similar success. Anti-malarial work continued to be performed in co-operation with neighbouring local health bodies.

Great Indian Peninsula Railway.—The usual anti-malarial measures, with a view to systematic destruction of larvae and prevention of breeding by regular cleaning and oiling of all drains, drainage of pools of stagnant water, where possible, filling up of small pits and depressions, etc., were carried out on the line.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies, ownership and route mileage open on 31st March 1936.

NOTE.— ndian Railway Systems have been classified under three classes for statistical purposes—
Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.
Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.
Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1936, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS.					
1. Assam Bengal . .	Assam Bengal Railway Company.	(*a*) Assam-Bengal .	3′ 3¾″	1,131	State.
		(*b*) Chaparmukh-Silghat	3′ 3¾″	51	Branch line Company under guarantee terms.
		(*c*) Katakhal-Lalabazar .	3′ 3¾″	23	Ditto.
		(*d*) Mymensingh-Bhairab Bazar.	3′ 3¾″	101	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(*a*) Mashrak-Thawe .	3′ 3¾″	39	State.
		(*b*) Tirhoot . . .	3′ 3¾″	802	Do.
		(*c*) Bengal and North-Western.	3′ 3¾″	1,269	Company subsidized by the Government of India*.
3. Bengal Nagpur . .	Bengal Nagpur Railway Company.	(*a*) Anuppur-Manendragarh.	5′ 6″	54	State.
		(*b*) Bengal Nagpur .	5′ 6″	2,412	Do.
		(*c*) Purulia-Ranchi .	2′ 6″	116	Do.
		(*d*) Raipur-Dhamtari .	2′ 6″	57	Do.
		(*e*) Satpura . . .	2′ 6″	626	Do.
		(*f*) Mayurbhanj . .	2′ 6″	71	Branch line Company under rebate terms.
		(*g*) Parlakimedi Light .	2′ 6″	56	Private body.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(*a*) Bombay, Baroda and Central India.	5′ 6″	1,035	State.
		(*b*) Bombay, Baroda and Central India.	3′ 3¾″	1,881	Do.
		(*c*) Bombay, Baroda and Central India.	2′ 6″	72	Do.
		(*d*) Nagda-Ujjain . .	5′ 6″	35	Indian State.
		(*e*) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	22	Ditto.
		(*f*) Petlad-Cambay (Tarapur-Cambay Section).	5′ 6″	12	Ditto.
		(*g*) Dhrangadra . .	3′ 3¾″	40	Ditto.
		(*h*) Jaipur State . .	3′ 3¾″	180	Ditto.
		(*i*) Palanpur State. .	3′ 3¾″	17	Ditto.
		(*j*) Piplod-Devgad-Baria	2′ 6″	10	Ditto.
		(*k*) Rajpipla State .	2′ 6″	58	Ditto.
		(*l*) Tapti-Valley . .	5′ 6″	156	Branch line Company under rebate terms.
		(*m*) Ahmedabad-Parantij	3′ 3¾″	89	Ditto.
		(*n*) Champaner-Shivrajpur-Pani Light.	2′ 6″	31	Ditto.
		(*o*) Godhra-Lunavada .	2′ 6″	25	Ditto.
		(*p*) Nadiad-Kapadvanj .	2′ 6″	28	Ditto.
5. Burma . . .	State . . .	(*a*) Burma . . .	3′ 3¾″	2,060	State.

* Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*contd.*					
6. Eastern Bengal	State	(*a*) Eastern Bengal	5′ 6″	847	State.
		(*b*) Eastern Bengal	3′ 3⅜″	1,039	Do.
		(*c*) Eastern Bengal	2′ 6″	17	Do.
		(*d*) Cooch Behar State	3′ 3⅜″	33	Indian State.
		(*e*) Sara-Sirajganj	5′ 6″	54	Branch line Company under rebate terms.
		(*f*) Khulna-Bagerhat	2′ 6″	20	Ditto.
7. East Indian	State	(*a*) East Indian	5′ 6″	4,217	State.
		(*b*) Cawnpore-Burhwal link.*	3′ 3⅜″	66	Do.
		(*c*) Hardwar-Dehra	5′ 6″	32	Branch line Company under guarantee terms.
		(*d*) South Bihar §	5′ 6″	76	Branch line Company.
8. Great Indian Peninsula.	State	(*a*) Great Indian Peninsula.	5′ 6″	3,166	State.
		(*b*) Dharwa-Pusad	2′ 6″	43	Do.
		(*c*) Bhopal-Itarsi (Indian State Section).	5′ 6″	57	Indian State.
		(*d*) Bhopal-Ujjain	5′ 6″	113	Ditto.
		(*e*) Bina-Goona-Baran	5′ 6″	147	Ditto.
		(*f*) Dhond-Baramati	2′ 6″	27	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal	2′ 6″	118	Ditto.
		(*h*) Pachora-Jamner	2′ 6″	34	Ditto.
		(*i*) Pulgaon-Arvi	2′ 6″	22	Ditto.
9. Jodhpur	Indian State	(*a*) Jodhpur-Hyderabad (British Section).	3′ 3⅜″	239	State.
		(*b*) Jodhpur	3′ 3⅜″	767	Indian State.
		(*c*) Mirpur Khas-Khadro	3′ 3⅜″	49	Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	1,119	State.
		(*b*) Alnavar-Dandeli (Provincial).	3′ 3⅜″	19	Do.
		(*c*) Madras and Southern Mahratta.	3′ 3⅜″	1,660	Do.
		(*d*) Kolar Goldfields	5′ 6″	10	Indian State.
		(*e*) Bangalore-Harihar	3′ 3⅜″	211	Ditto.
		(*f*) Hindupur (Yesvantpur-Mysore Frontier).	3′ 3⅜″	51	Ditto.
		(*g*) Kolhapur State	3′ 3⅜″	29	Ditto.
		(*h*) Sangli State	3′ 3⅜″	5	Ditto.
		(*i*) Tenali-Repalle	5′ 6″	22	District Board.
		(*j*) Bezwada-Masulipatam.	3′ 3⅜″	52	Ditto.
		(*k*) West of India Portuguese.	3′ 3⅜″	51	Foreign Country.
11. Nizam's State	Nizam's State Railways.	(*a*) Bezwada Extension	5′ 6″	22	State.
		(*b*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3⅜″	36	Do.
		(*c*) Nizam's State	5′ 6″	667	Indian State.
		(*d*) Nizam's State	3′ 3⅜″	623	Ditto.

* Under running power agreement the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

§ Leased to the Government for a yearly sum of £30,000.

Railway system.		Lines comprised in the system.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS I RAILWAYS—*concld.*					
12. North Western .	State . .	(*a*) North Western .	5′ 6″	5,649	State.
		(*b*) Kalka-Simla . .	2′ 6″	60	Do.
		(*c*) Kangra-Valley .	2′ 6″	103	Do.
		(*d*) Kohat-Thal . .	2′ 6″	62	Do.
		(*e*) Mari-Indus (Kalabagh-Bannu).	2′ 6″	158	Do.
		(*f*) Zhob Valley (Fort Sandeman khanai).	2′ 6″	174	Do.
		(*g*) Bahawalnagar Fort-Abbas-Kut-al-Imara	5′ 6″	152	Indian State.
		(*h*) Jammu and Kashmir (Indian State Section).	5′ 6″	16	Ditto.
		(*i*) Jind-Panipat (Indian State Section).	5′ 6″	26	Ditto.
		(*j*) Khanpur-Chachran .	5′ 6″	22	Ditto.
		(*k*) Ludhiana-Dhuri Jakhal.	5′ 6″	78	Ditto.
		(*l*) Rajpura-Bhatinda .	5′ 6″	108	Ditto.
		(*m*) Sirhind Rupar .	5′ 6″	31	Ditto.
		(*n*) Hoshiarpur-Doab (Jullundur Mukerian).	5′ 6″	45	Branch line Company under rebate terms.
		(*o*) Hoshiarpur-Doab (Phagwara-Rahon).	5′ 6″	46	Ditto.
		(*p*) Mandra-Bhaun .	5′ 6″	47	Ditto.
		(*q*) Sialkot Narowal .	5′ 6″	39	Ditto.
		(*r*) Jacobabad-Kashmor.	2′ 6″	77	Ditto.
		(*s*) Larkana-Jacobabad .	2′ 6″	53	Ditto.
13. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(*a*) Lucknow-Bareilly .	3′ 3⅜″	312	State.
		(*b*) Rohilkund and Kumaon.	3′ 3⅜″	259	Company subsidized by the Government of India.
14. South Indian . .	South Indian Railway Company.	(*a*) South Indian . .	5′ 6″	599	State.
		(*b*) Nilgiri . . .	3′ 3⅜″	29	Do.
		(*c*) South Indian . .	3′ 3⅜″	1,507	Do.
		(*d*) Travancore (British Section).	3′ 3⅜″	50	Do.
		(*e*) Morappur-Hosur .	2′ 6″	73	Do.
		(*f*) Tirupattur-Krishnagiri.	2′ 6″	25	Do.
		(*g*) Shoranur-Cochin .	5′ 6″	65	Indian State.
		(*h*) Travancore (Indian State Section).	3′ 3⅜″	98	Ditto.
		(*i*) Podanur-Pollachi .	3′ 3⅜″	25	District Board.
		(*j*) Tinnevelly-Tiruchendur.	3′ 3⅜″	38	Ditto.
		(*k*) Peralam-Karaikkal .	3′ 3⅜″	15	Foreign Country.
		(*l*) Pondicherry . .	3′ 3⅜″	8	Ditto.
CLASS II RAILWAYS.					
1. Barsi Light . .	Barsi Light Railway Company.	Barsi Light . . .	2′ 6″	203	Company subsidized by the Government of India and Indian State*.
2. Bengal Dooars . .	Bengal-Dooars Railway Company.	(*a*) Bengal Dooars .	3′ 3⅜″	40	Company subsidized by District Board.
		(*b*) Bengal Dooars Extensions.	3′ 3⅜″	121	Company subsidized by the Government of India.†
3. Bhavnagar State .	Indian State . .	Bhavnagar State . .	3′ 3⅜″	307	Indian State.
4. Bikaner State . .	Ditto . . .	Bikaner State . .	3′ 3⅜″	796	Ditto.

* Receives land only from Government and Indian State.
† Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS II RAILWAYS—*concld.*					
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	51	Company subsidized by Local Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	95	Branch line Company under rebate terms.
6. Dibru-Sadiya . .	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya . .	3′ 3⅜″	86	Company subsidized by Local Government.
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3⅜″	5	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . .	(*a*) Gaekwar's Mehsana .	3′ 3⅜″	255	Indian State.
		(*b*) Khijadiya Dhari .	3′ 3⅜″	37	Ditto.
		(*c*) *Prachi Road Kodinar*	3′ 3⅜″	16	Ditto.
		(*d*) Bodeli Chhota Udaipur.	2′ 6″	23	Ditto.
		(*e*) Gaekwar's Baroda State.	2′ 6″	333	Ditto.
8. Gondal . . .	Ditto . . .	(*a*) Gondal . . .	3′ 3⅜″	106	Ditto.
		(*b*) Jetalsar-Rajkot .	3′ 3⅜″	46	Ditto.
9. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar . .	3′ 3⅜″	54	Ditto.
		(*b*) Okhamandal . .	3′ 3⅜″	37	Ditto.
		(*c*) Jamnagar-Dwarka .	3′ 3⅜″	66	Branch line Company under guarantee and rebate terms.*
10. Junagad State . .	Indian State . .	Junagad State . .	3′ 3⅜″	211	Indian State.
11. Morvi . . .	Ditto . . .	Morvi	3′ 3⅜″	132	Ditto.
12. Mysore . . .	Ditto . . .	(*a*) Mysore . . .	3′ 3⅜″	322	Ditto.
		(*b*) Kolar District .	2′ 6″	63	Ditto.
		(*c*) Tarikere-Narasimharajapura Light.	2′ 0″	27	Ditto.
		(*d*) Bangalore-Chik Ballapur Light.	2′ 6″	39	Company guaranteed by Indian State.
13. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	93	Company subsidized by Local Government.†
CLASS III RAILWAYS.					
1. Ahmadpur-Katwa .	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa .	2′ 6″	32	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light .	2′ 6″	65	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damoodar River.	2′ 6″	60	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light .	2′ 6″	52	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(*a*) Bengal Provincial .	2′ 6″	33	Unassisted Company.
		(*b*) Dasghara-Jamalpurgunj.	2′ 6″	9	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	33	Company subsidized by District Board.
7. Burdwan-Katwa .	Burdwan-Katwa Railway Company.	Burdwan-Katwa . .	2′ 6″	33	Branch line Company under guarantee terms.
8. Cutch State .	Indian State . .	Cutch State . . .	2′ 6″	72	Indian State.

* Financed on rebate terms given by the Jamnagar Durbar.
† Receives land only from Government.

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.			
Name.	Worked by	Name.	Gauge.	Route Mileage.	Owned by
1	2	3	4	5	6
CLASS III RAILWAYS—*concld.*					
. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2′ 6″	26	Company subsidized by the Government of India.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2′ 6″	55	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2′ 6″	27	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2′ 0″	295	Indian State.
13. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light .	2′ 0″	44	Company subsidized by District Board.
14. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	20	Ditto.
15. Jagadhri Light .	Jagadhri Light Railway Company.	Jagadhri Light . .	2′ 0″	3	Unassisted Company.
16. Jessore-Jhenidah† .	Jhenidah Railway Syndicate.	Jessore-Jhenidah . .	2′ 6″	37	Ditto.
17. Jorhat (Provincial) .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2′ 0″	32	State.
18. Kalighat-Falta .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2′ 6″	26	Branch line Company under guarantee terms.
19. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2′ 0″	27	Unassisted Company.
20. Matheran Light .	Matheran Steam Tramway Company.	Matheran Light . .	2′ 0″	13	Company subsidized by the Government of India. *
21. Porbandar State .	Indian State . .	Porbandar State . .	3′ 3⅜″	41	Indian State.
22. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light .	2′ 6″	20	Company subsidized by District Board.
23. Trivellore Light .	T. Namberumal Chetty and Sons.	Trivellore Light . .	2′ 0″	2	Unassisted Company.
24. Udaipur-Chitorgarh .	Indian State . .	Udaipur-Chitorgarh .	3′ 3⅜″	146	Indian State.

* Receives land and rebate from Government.
† Closed to all kinds of traffic from 1st May 1936.

APPENDIX B.

Relations of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought up to date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, five [the North-Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925), Great Indian Peninsula and Burma Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam Bengal, Bengal Nagpur and South India) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all Railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railways, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi, Umballa, Kalka and Southern Punjab Railways which are purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of train; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibilty with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railway was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioner remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property

of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was $3\frac{1}{2}$ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interest on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and

the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines Worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894). While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1937 or 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1937 or 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles,
Western	927 miles,
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.

(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.

(3) Two Under Secretaries.

(4) Two Assistant Secretaries.

(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.
3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
1 Registrar.
1 Director of Railway Construction.
1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

(1) The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.

(2) The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.

(3) The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board" for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The re-organisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and with the transfer of this work, the post of Assistant Director of Statistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The re-organisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary. The post of Director, Mechanical Engineering has been revived with effect from the 1st April 1935.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 1 Member, 5 Directors, 5 Deputy Directors, 1 Secretary and 1 Assistant Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling-stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure, the post of Technical Officer with the Railway Board, being abolished at the same time. The activities of this office towards the introduction of standard designs for railways on an all-India basis having proved successful, it was made permanent in 1935 with an addition to the existing staff, to carry out more extensive technical research to enable Indian Railways to keep abreast with modern development in railway practice.

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

" This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of Railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(i) That money had been raised which the Government of India was unable to furnish.

(ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to be advanced to them by the Railway Board. So far, therefore, from reducing the amount

that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are " successful ", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less " prosperous " Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter in the District or Local Boards Act of the province concerned. It is only in the

Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India ". Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation ". That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line ", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80-A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this Schedule."

construction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities; it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

I.—GAZETTED OFFICERS.

1.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1936 as compared with 31st March 1935.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	3	3	4	4	4	5	8	9	4	4	4	4	6	5	6	5	5	5	9	6	1	2	3	4	2	2	59	58
1·02. Indians—																												
(*a*) Hindus	..	1	2	2	..	..	1	..	..	..	2	2	1	3	..	..	..	..	..	..	..	..	3	3	..	..	9	11
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2	1
(*c*) Anglo-Indians and domiciled Europeans.	..	..	1	..	..	..	..	..	..	..	..	..	3	3	..	..	..	..	..	1	..	..	1	1	..	..	5	5
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..
(*f*) Other classes	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*g*) Total	..	1	3	2	..	..	1	..	1	1	3	2	4	6	..	..	..	..	2	2	..	..	4	4	..	..	18	18
1·03. Grand total	3	4	7	6	4	5	9	9	5	5	7	6	10	11	6	5	5	5	11	8	1	2	7	8	2	2	77	76
2. *Accounts Department*—																												
2·01. Europeans	..	..	5	5	5	6	8	7	3	2	*..	..	2	3	6	6	6	6	1	1	1	1	2	3	1	1	*40	41
2·02. Indians—																												
(*a*) Hindus	..	..	4	4	2	2	2	2	..	1	*3	5	6	8	2	1	2	2	8	9	2	2	6	6	4	4	*41	46
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	2	2	7	7
(*c*) Anglo-Indians and domiciled Europeans.	..	..	3	3	..	..	1	1	1	1	..	..	8	4	1	1	1	1	1	1	..	..	1	1	..	..	17	13
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	2	..	..	..	..	..	..	3	4
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	1	1	..	..	2	2
(*f*) Other classes	..	..	..	..	..	..	1	2	..	..	..	..	..	..	2	2	2	2	..	..	..	..	..	..	..	..	5	6
(*g*) Total	..	..	8	8	2	2	5	6	1	2	*5	7	14	12	5	4	5	5	14	16	2	2	8	8	6	6	*75	78
2·03. Grand total	..	..	13	13	7	8	13	13	4	4	*5	7	16	15	11	10	11	11	15	17	3	3	10	11	7	7	*115	119
3. *Engineering Department*—																												
3·01. Europeans	9	11	*42	41	20	18	33	29	26	25	18	19	48	37	44	40	24	24	47	42	3	3	24	22	8	11	*346	322
3·02. Indians—																												
(*a*) Hindus	5	6	10	10	4	4	16	16	3	4	12	13	31	31	8	8	16	17	43	47	..	..	14	14	2	2	164	172
(*b*) Muslims	3	3	1	2	2	2	..	..	..	..	2	2	5	4	5	5	..	..	8	8	2	2	1	..	..	..	29	28
(*c*) Anglo-Indians and domiciled Europeans.	2	1	*9	9	1	1	..	1	2	2	2	1	4	3	..	..	1	1	7	8	..	..	..	..	1	1	*29	28
(*d*) Sikhs	1	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	4	5	..	1	..	..	..	..	6	7
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	6	2	2	2	2	..	..	1	1	..	..	11	11
(*f*) Other classes	..	..	1	1	..	..	2	1	1	1	..	..	2	2	3	3	1	..	..	..	..	..	..	..	..	..	10	8
(*g*) Total	11	11	*21	22	7	7	18	18	6	7	17	16	42	40	22	22	20	20	64	70	2	3	16	15	3	3	*249	254
3·03. Grand total	20	22	63	63	27	25	51	47	32	32	35	35	90	77	66	62	44	44	111	112	5	6	40	37	11	14	595	576

*Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1936 as compared with 31st March 1935*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.[3]	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
4. Transportation—																												
4·01. Europeans	8	7	24	24	12	12	25	24	17	16	15	14	36	35	50	49	19	18	*24	26	2	2	11	11	5	5	*248	243
4·02. Indians—																												
(*a*) Hindus	3	3	16	14	1	1	7	7	..	..	12	13	14	10	9	9	6	7	12	12	..	..	12	12	2	2	94	90
(*b*) Muslims	1	1	7	7	2	1	2	4	..	..	3	4	7	6	4	4	..	..	9	7	1	1	1	1	2	1	39	37
(*c*) Anglo-Indians and domiciled Europeans.	2	2	3	2	1	1	1	1	2	2	4	5	6	3	4	3	3	3	*4	2	..	..	5	5	2	2	*37	31
(*d*) Sikhs	..	..	1	1	..	..	1	1	..	..	..	..	1	1	..	..	2	2	4	4	..	..	..	..	..	..	9	9
(*e*) Indian Christians	..	..	1	1	..	..	2	2	..	..	..	..	1	1	..	..	1	1	1	1	..	..	..	..	..	..	6	6
(*f*) Other Classes	..	..	..	..	..	..	2	2	6	6	..	..	..	..	1	1	1	..	..	..	..	..	..	..	..	..	10	9
(*g*) Total	6	6	28	25	4	3	15	17	8	8	19	22	29	21	18	17	13	13	*30	26	1	1	18	18	6	5	*195	182
4·03. Grand Total	14	13	52	49	16	15	40	41	25	24	34	36	65	56	68	66	32	31	54	52	3	3	29	29	11	10	443	425
5. Commercial—																												
5·01. Europeans	1	1	Included under Transportation.		1	1	Included under Transportation.						7	6	12	12	Included under Transportation.						4	2	..	..	25	22
5·02. Indians—																												
(*a*) Hindus	..	..			..	..							3	6	10	10							6	5	..	..	19	21
(*b*) Muslims	..	..			..	1							..	1	1	1							..	..	..	..	1	3
(*c*) Anglo-Indians and domiciled Europeans.	..	..			1	..							4	2	2	1							..	..	..	..	7	3
(*d*) Sikhs	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*e*) Indian Christians	..	..			..	..							..	..	1	1							..	..	..	..	1	1
(*f*) Other Classes	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*g*) Total	..	..			1	1							7	9	14	13							6	5	..	..	28	28
5·03. Grand Total	1	1			2	2							14	15	26	25							10	7	..	..	53	50
6. Mechanical Engineering—																												
6·01. Europeans	7	8	*22	21	14	14	27	27	20	20	15	15	35	33	22	20	21	18	44	45	2	2	16	16	3	3	*248	242
6·02. Indians—																												
(*a*) Hindus	2	2	5	5	..	..	3	5	..	..	7	7	13	15	3	3	2	5	5	6	..	..	5	5	..	..	45	53
(*b*) Muslims	1	1	1	..	..	..	1	1	..	..	..	1	3	3	..	..	..	..	3	4	..	..	..	..	..	..	9	10
(*c*) Anglo-Indians and domiciled Europeans.	1	1	*1	1	..	..	..	..	2	2	1	1	3	2	1	1	..	..	1	1	..	..	..	..	..	..	*10	9
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	1	..	..	..	..	..	..	1	2
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	1	1	1	2	1	1	..	..	2	2	..	..	..	..	1	1	6	7
(*f*) Other Classes	..	..	1	1	..	..	..	..	..	1	..	..	..	1	1	1	1	1	..	..	..	..	..	..	..	..	3	5
(*g*) Total	4	4	*8	7	..	..	4	6	2	3	9	10	20	24	6	6	3	6	12	14	..	..	5	5	1	1	*74	86
6·03. Grand Total	11	12	30	28	14	14	31	33	22	23	24	25	55	57	28	26	24	24	56	59	2	2	21	21	4	4	322	328

*Revised figures.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
7. *Stores Department*—																												
7·01. Europeans	1	2	5	5	2	1	6	7	2	1	3	2	7	7	5	5	5	5	5	5	..	..	4	3	..	..	45	43
7·02. Indians—																												
(*a*) Hindus	..	..	1	2	..	..	2	1	..	..	2	2	3	4	..	..	2	2	4	3	..	..	1	1	..	..	15	15
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	1	1	..	..	..	..	..	..	3	3
(*c*) Anglo-Indians and domiciled Europeans.	..	..	2	2	..	..	..	..	1	1	2	2	2	1	1	1	..	..	..	..	..	..	2	2	..	..	10	9
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Other Classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*g*) Total	..	..	3	4	..	..	2	1	1	1	4	4	6	6	3	3	3	3	5	4	..	..	3	3	..	..	30	29
7·03. GRAND TOTAL	1	2	8	9	2	1	8	8	3	2	7	6	13	13	8	8	8	8	10	9	..	..	7	6	..	..	75	72
8. *Other Departments*—																												
8·01. Europeans	7	7	*13	14	3	3	12	13	6	6	1	1	28	26	5	4	*12	12	2	3	1	..	5	6	29	20	115	115
8·02. Indians—																												
(*a*) Hindus	5	5	3	3	..	..	3	4	..	..	5	5	12	14	4	3	2	2	2	3	..	..	3	3	9	8	48	50
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	2	2	..	..	..	..	1	1	6	6
(*c*) Anglo-Indians and domiciled Europeans.	2	3	*3	3	..	..	..	..	1	1	..	1	7	6	1	1	..	..	1	..	..	..	..	..	2	3	*17	18
(*d*) Sikhs	..	..	..	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	2	..	..	..	..	..	1	2	5
(*e*) Indian Christians	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	1	1	4	5
(*f*) Other Classes	..	..	..	..	..	..	3	3	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	4	4
(*g*) Total	7	9	*6	7	..	..	7	8	1	1	5	6	22	23	7	6	4	4	6	7	..	..	3	3	13	14	*81	88
8·03. GRAND TOTAL	14	16	*19	21	3	3	19	21	7	7	6	7	50	49	12	10	*16	16	8	10	1	..	8	9	33	34	*196	203
9. *Total*—																												
9·01. Europeans	36	39	*115	114	61	60	119	116	78	74	*56	55	169	152	150	141	*92	88	*132	128	10	10	69	67	39	42	*1,126	1,086
9·02. Indians—																												
(*a*) Hindus	15	17	41	40	7	7	34	35	3	5	*43	47	83	91	36	34	30	35	74	80	2	2	50	49	17	16	*435	458
(*b*) Muslims	5	5	9	9	4	4	5	7	..	..	6	7	17	16	12	12	..	..	28	27	3	3	2	1	5	4	96	95
(*c*) Anglo-Indians and domiciled Europeans.	7	7	*22	20	3	2	2	3	9	9	9	10	37	24	10	8	5	5	*14	13	..	..	9	9	5	6	*132	116
(*d*) Sikhs	1	1	2	3	..	..	1	1	..	..	2	1	3	4	..	..	2	2	11	14	..	1	..	..	..	1	22	28
(*e*) Indian Christians	..	1	1	1	..	..	2	2	..	..	2	2	2	3	9	9	5	5	6	5	..	..	2	2	2	2	31	32
(*f*) Other Classes	..	..	2	2	..	..	8	8	8	9	..	..	2	3	8	8	6	4	..	..	..	..	..	..	..	..	34	34
(*g*) Total	28	31	*77	75	14	13	52	56	20	23	*62	67	144	141	75	71	48	51	*133	139	5	6	63	61	29	29	*750	763
9·03. GRAND TOTAL	64	70	*192	189	75	73	171	172	98	97	*118	122	313	293	225	212	*140	139	265	267	15	16	132	128	68	71	*1,876	1,849
9·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (*Department*).	64	70	*192	189	75	73	171	172	100	99	*121	124	318	299	226	213	*140	139	270	271	15	16	132	128	..	..	..	..

* Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1936 as compared with 31st March 1935*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		TOTAL.	
	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
10. *Increase (+) and Decrease (—)*																												
10·01. Europeans	..	+3	..	—1	..	—1	..	—3	..	—4	..	—1	..	—1	..	—9	..	—4	..	—4	..	..	..	—2	..	+3	..	—40
10·02. Indians—																												
(*a*) Hindus	..	+2	..	—1	..	..	..	+1	..	+2	..	+3	..	+8	..	—2	..	+5	..	+6	..	..	..	—1	..	—1	..	+22
(*b*) Muslims	..	..	..	..	..	..	..	+2	..	..	..	+1	..	—1	..	..	..	..	..	—1	..	..	..	—1	..	—1	..	—1
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	—2	..	—1	..	+1	..	..	..	+1	..	—13	..	—2	..	..	..	—1	..	..	..	..	..	+1	..	—16
(*d*) Sikhs	..	..	..	+1	..	..	..	..	..	..	..	—1	..	+1	..	..	..	..	..	+3	..	+1	..	..	..	+1	..	+6
(*e*) Indian Christians	..	+1	..	..	..	..	..	..	..	..	..	..	..	+1	..	..	..	..	..	—1	..	..	..	..	..	..	..	+1
(*f*) Other Classes	..	..	..	..	..	..	..	..	..	+1	..	..	..	+1	..	..	..	—2	..	..	..	..	..	..	..	..	..	..
(*g*) Total	..	+3	..	—2	..	—1	..	+4	..	+3	..	+4	..	—3	..	—4	..	+3	..	+6	..	+1	..	—2	..	..	..	+12
10·03. GRAND TOTAL	..	+6	..	—3	..	—2	..	+1	..	—1	..	+3	..	—20	..	—13	..	—1	..	+2	..	+1	..	—4	..	+3	..	—28
11. *Percentage of Total*—																												
11·01. Europeans	56·3	55·7	*59·9	60·3	81·3	82·2	69·6	67·4	79·6	76·3	47·1	45·2	54·0	51·9	66·7	66·5	*65·7	63·3	*49·8	47·9	66·7	62·5	52·3	52·3	57·3	59·2	*60·0	58·7
11·02. Indians—																												
(*a*) Hindus	23·4	24·3	* 21·4	21·2	9·3	9·6	19·9	20·3	3·1	5·1	37·2	38·7	26·5	31·1	16·0	16·0	*21·4	25·2	27·9	30·0	13·3	12·5	37·9	38·3	25·0	22·5	23·3	24·8
(*b*) Muslims	7·8	7·2	4·7	4·8	5·4	5·5	2·9	4·1	..	..	5·0	5·6	5·4	5·5	5·3	5·7	..	..	10·6	10·1	20·0	18·8	1·5	0·8	7·4	5·6	5·1	5·1
(*c*) Anglo-Indians and domiciled Europeans.	10·9	10 0	*11·5	10.6	4·0	2·7	1·2	1·8	9·2	9·3	7·4	8·1	11·8	8·2	4·4	3·8	3·6	3·6	*5·3	4·9	..	..	6·8	7·0	7·3	8·5	*7·0	6·3
(*d*) Sikhs	1·6	1·4	*1·0	1·6	..	..	0·6	0·6	..	..	1·7	0·8	1·0	1·3	..	..	1·4	1·4	4·1	5·2	..	6·2	..	..	..	1·4	1·2	1·5
(*e*) Indian Christians	..	1·4	0·5	0·5	..	..	1·1	1 2	..	..	1·6	1·6	0·6	1·0	4·0	4·2	3·6	3·6	2·3	1·9	..	..	1·5	1·6	3·0	2·3	1·6	1·7
(*f*) Other Classes	..	..	1·0	1·0	..	..	4·7	4·6	8·1	9·3	..	..	0·7	1·0	3·6	3·8	4·3	2·9	..	..	..	..	..	..	..	..	1·8	1·9

* Revised figures.

II—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1936 as compared with 31st March 1935.*

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	..	..	1	1	3	4	2	2	..	..	..	..	..	..	..	..	6	7
1·02. Indians—																										
(*a*) Hindus	1	..	6	6	1	1	10	10	4	4	11	12	11	10	3	3	3	3	6	7	1	1	3	3	60	60
(*b*) Muslims	..	..	..	..	..	..	4	3	1	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	6	5
(*c*) Anglo-Indians and domiciled Europeans	1	1	1	1	1	1	4	4	2	2	..	1	2	2	..	..	1	1	1	1	..	..	1	1	14	15
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..
(*e*) Indian Christians	..	..	..	..	..	..	2	2	1	1	..	..	..	..	3	3	..	..	2	2	..	..	..	..	8	8
(*f*) Other classes	..	..	..	..	..	..	3	3	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	5	5
(*g*) Total	2	1	7	7	2	2	23	22	9	9	11	13	13	12	7	7	4	4	11	11	1	1	4	4	94	93
1·03. GRAND TOTAL	2	1	7	7	2	2	23	22	9	9	12	14	16	16	9	9	4	4	11	11	1	1	4	4	100	100
2. *Accounts Department*—																										
2·01. Europeans	..	..	2	..	..	..	3	4	..	..	1	..	7	8	5	6	..	..	..	..	..	..	..	..	18	18
2·02. Indians—																										
(*a*) Hindus	..	..	21	22	6	6	25	23	9	9	29	30	59	59	19	14	7	8	52	52	..	..	19	18	246	241
(*b*) Muslims	..	..	..	1	2	2	1	1	..	..	..	..	6	7	..	..	..	..	19	19	..	..	1	1	29	31
(*c*) Anglo-Indians and domiciled Europeans	..	..	20	22	6	6	13	13	7	8	3	4	10	8	10	11	11	10	2	2	..	..	3	3	85	87
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	1	..	..	10	8	..	..	..	..	12	10
(*e*) Indian Christians	..	..	..	..	1	1	1	1	1	1	..	..	..	..	4	3	..	..	1	1	..	..	..	..	8	7
(*f*) Other classes	..	..	..	..	..	..	8	8	..	..	..	..	..	..	5	4	1	2	1	..	..	..	..	..	15	14
(*g*) Total	..	..	41	45	15	15	48	46	17	18	32	34	76	75	39	33	19	20	85	82	..	..	23	22	395	390
2·03. GRAND TOTAL	..	..	43	45	15	15	51	50	17	18	33	34	83	83	44	39	19	20	85	82	..	..	23	22	413	408
3. *Engineering Department*—																										
3·01. Europeans	1	..	4	4	1	1	9	10	1	1	4	5	30	32	23	22	9	7	18	16	1	1	3	3	104	102
3·02. Indians—																										
(*a*) Hindus	11	13	55	66	5	5	66	65	23	24	36	37	105	100	54	57	21	22	104	101	..	..	9	10	489	500
(*b*) Muslims	3	4	5	5	3	3	16	14	2	2	1	3	6	8	15	13	..	1	61	59	2	2	1	2	115	116
(*c*) Anglo-Indians and domiciled Europeans	4	6	35	33	15	14	8	7	30	29	17	18	105	94	51	55	22	23	53	47	1	1	10	10	351	337
(*d*) Sikhs	2	2	2	2	1	1	1	1	3	3	1	2	9	7	7	11	..	..	32	31	..	..	..	..	58	60
(*e*) Indian Christians	..	..	3	4	..	..	8	5	3	3	1	1	2	7	11	12	1	1	..	3	..	..	3	1	32	37
(*f*) Other classes	..	..	..	..	..	..	22	23	3	3	..	..	..	..	13	15	1	1	2	4	..	..	..	..	41	46
(*g*) Total	20	25	100	110	24	23	121	115	64	64	56	61	227	216	151	163	45	48	252	245	3	3	23	23	1,086	1,096
3·03. GRAND TOTAL	21	25	104	114	25	24	130	125	65	65	60	66	257	248	174	185	54	55	270	261	4	4	26	26	1,190	1,198

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APPENDIX F—*contd.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1936 as compared with 31st March 1935*—contd.

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
4. *Transportation*—																										
4·01. Europeans	..	..	19	18	3	3	28	31	3	3	16	15	85	78	139	128	..	..	107	93	..	1	9	8	409	378
4·02. Indians—																										
(*a*) Hindus	6	6	66	71	5	5	106	114	11	12	30	32	63	48	84	86	3	3	83	76	..	1	12	10	469	464
(*b*) Muslims	..	..	10	10	1	1	6	7	1	1	1	1	8	9	13	18	..	1	33	34	..	..	1	1	74	83
(*c*) Anglo-Indians and domiciled Europeans	12	13	57	57	15	13	37	31	69	66	49	50	186	173	424	420	30	31	66	82	6	5	19	16	970	957
(*d*) Sikhs	..	..	6	6	..	..	..	..	..	..	2	2	2	2	..	3	..	..	11	15	..	..	..	..	21	28
(*e*) Indian Christians	..	..	3	3	..	..	17	17	..	2	1	1	3	1	52	58	..	..	5	6	..	..	..	..	81	88
(*f*) Other classes	1	2	..	..	..	..	40	39	18	18	1	..	1	1	34	32	..	..	18	17	..	..	..	..	113	109
(*g*) Total	19	21	142	147	21	19	206	208	99	99	84	86	263	234	607	617	33	35	216	230	6	6	32	27	1,728	1,729
4·03. GRAND TOTAL	19	21	161	165	24	22	234	239	102	102	100	101	348	312	746	745	33	35	*323	323	6	7	41	35	2,137	2,107
5. *Commercial*—																										
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.						1	2	5	6	Included under Transportation.		5	2	Included under Transportation.		..	..	11	10
5·02. Indians—																										
(*a*) Hindus	3	3			..	..							15	14	28	27			16	18			7	7	69	69
(*b*) Muslims	..	..			1	1							1	2	3	3			3	2			..	..	8	8
(*c*) Anglo-Indians and domiciled Europeans	..	..			..	1							5	5	10	11			1	3			..	..	16	20
(*d*) Sikhs	..	..			..	..							..	..	..	..			5	6			..	..	5	6
(*e*) Indian Christians	..	..			..	..							..	..	10	6			..	1			..	..	10	7
(*f*) Other Classes	..	..			..	..							..	..	..	1			..	..			..	..	..	1
(*g*) Total	3	3			1	2							21	21	51	48			25	30			7	7	108	111
5·03. GRAND TOTAL	3	3			1	2							22	23	56	54			30	32			7	7	119	121
6. *Mechanical Engineering*—																										
6·01. Europeans	11	9	110	56	8	9	70	64	18	16	34	32	210	174	54	55	52	49	114	120	4	5	23	18	708	607
6·02. Indians—																										
(*a*) Hindus	3	3	16	15	..	..	52	53	11	12	29	36	127	129	25	28	5	7	66	68	..	..	33	34	367	385
(*b*) Muslims	1	1	4	4	..	..	7	9	1	1	3	3	18	19	2	2	..	..	61	61	..	..	1	1	98	101
(*c*) Anglo-Indians and domiciled Europeans	12	15	247	292	14	14	240	243	109	104	88	85	595	605	102	99	101	98	257	235	3	3	111	107	1,879	1,900
(*d*) Sikhs	..	..	5	5	..	..	2	2	4	3	..	1	7	7	2	2	1	1	35	33	..	..	..	..	56	54
(*e*) Indian Christians	..	..	3	3	..	..	7	12	2	2	1	1	2	2	11	12	..	..	19	15	..	..	5	5	50	52
(*f*) Other classes	2	2	5	4	..	..	37	35	11	11	2	..	4	4	9	8	2	1	7	8	..	..	..	..	79	73
(*g*) Total	18	21	280	323	14	14	345	354	138	133	123	126	753	766	151	151	109	107	445	420	3	3	150	147	2,529	2,565
6·03 GRAND TOTAL	29	30	390	379	22	23	415	418	156	149	157	158	963	940	205	206	161	156	559	540	7	8	173	165	3,237	3,172

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
7. *Stores Department*—																										
7·01. Europeans	..	..	..	..	..	..	2	..	..	..	..	..	4	3	3	2	1	1	7	9	..	..	1	1	18	16
7·02. Indians—																										
(*a*) Hindus	1	1	8	9	..	..	8	9	3	3	11	9	17	15	4	6	1	1	19	18	..	..	2	2	74	73
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	3	3	..	..	..	..	9	9	..	..	..	..	13	13
(*c*) Anglo-Indians and domiciled Europeans	1	1	11	11	..	..	..	..	..	..	2	3	24	22	..	..	3	3	9	7	..	..	1	1	51	48
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4	..	..	..	..	4	4
(*e*) Indian Christians	..	..	2	2	..	..	2	2	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	6	6
(*f*) Other classes	..	..	..	..	..	..	1	2	..	..	..	..	..	..	3	2	..	..	1	1	..	..	..	..	5	5
(*g*) Total	2	2	21	22	..	..	12	14	3	3	13	12	44	40	8	9	4	4	43	40	..	..	3	3	153	149
7·03. GRAND TOTAL	2	2	21	22	..	..	14	14	3	3	13	12	48	43	11	11	5	5	50	49	..	..	4	4	171	165
8. *Other Departments*—																										
8·01. Europeans	5	4	35	26	2	1	11	12	..	..	..	1	33	34	1	1	*3	3	3	4	..	..	1	1	*94	87
8·02. Indians—																										
(*a*) Hindus	9	11	37	34	4	4	34	36	21	20	11	12	75	83	8	7	*20	20	9	10	..	1	3	3	*231	241
(*b*) Muslims	..	..	*2	1	..	..	1	..	3	2	2	2	*6	9	..	..	..	..	6	4	..	..	1	1	*21	19
(*c*) Anglo-Indians and domiciled Europeans	5	8	*36	45	8	8	17	16	3	4	3	2	86	81	5	4	*15	15	7	6	1	..	3	4	*189	193
(*d*) Sikhs	..	..	4	4	..	..	..	..	4	4	..	..	1	..	..	..	*1	1	2	1	..	..	..	..	*12	10
(*e*) Indian Christians	..	..	..	1	..	..	3	2	5	5	..	..	2	2	1	2	2	2	3	3	..	..	2	2	18	19
(*f*) Other classes	..	..	3	2	..	..	9	8	6	6	..	..	1	1	10	7	..	..	..	..	..	..	1	1	30	25
(*g*) Total	14	19	*82	87	12	12	64	62	42	41	16	16	*171	176	24	20	*38	38	27	24	1	1	10	11	*501	507
8·03. GRAND TOTAL	19	23	*117	113	14	13	75	74	42	41	16	17	*204	210	25	21	*41	41	30	28	1	1	11	12	*595	594
9. *Railway Board and other Railway offices*—																										
9·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*2	2
9·02. Indians—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	143	152
(*a*) Hindus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27	32
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*26	20
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	13
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*4	5
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*f*) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	214	223
(*g*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*216	225
9·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

* Revised figures.

APPENDIX F—*concld.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1936 as compared with 31st March 1935*—concld.

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.	1935.	1936.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
10. *Total*—																										
10·01. Europeans	17	13	170	104	14	14	123	121	22	20	56	54	373	335	232	222	*65	60	254	244	5	7	37	31	*1,370	1,227
10·02. Indians—																										
(*a*) Hindus	34	37	209	223	21	21	301	310	82	84	157	168	472	458	225	228	*60	64	355	350	1	3	88	87	*2,148	2,185
(*b*) Muslims	4	5	*21	21	7	7	36	35	8	7	7	9	*48	57	33	36	..	2	193	189	2	2	5	6	*391	408
(*c*) Anglo-Indians and domiciled Europeans	35	44	*407	461	59	57	319	314	220	213	162	163	1,013	990	602	600	*183	181	396	383	11	9	148	142	*3,581	3,577
(*d*) Sikhs	2	2	17	17	1	1	3	3	11	10	3	5	20	17	10	17	*2	2	100	98	..	..	..	..	*182	185
(*e*) Indian Christians	..	..	11	13	1	1	40	41	12	14	3	3	9	12	93	97	3	3	31	32	..	..	10	8	*217	229
(*f*) Other classes	3	4	8	6	..	..	120	118	39	39	3	..	6	6	75	70	4	4	29	30	..	..	1	1	289	279
(*g*) Total	78	92	*673	741	89	87	819	821	372	367	335	348	*1,568	1,540	1,038	1,048	*252	256	1,104	1,082	14	14	252	244	*6,808	6,863
10·03. GRAND TOTAL	95	105	*843	845	103	101	942	942	394	387	391	402	*1,941	1,875	1,270	1,270	*317	316	1,358	1,326	19	21	289	275	*8,178	8,090
11. *Increase + Decrease*—																										
11·01. Europeans	..	—4	..	—66	..	..	..	—2	..	—2	..	—2	..	—38	..	—10	..	—5	..	—10	..	+2	..	—6	..	—143
11·02. Indians—																										
(*a*) Hindus	..	+3	..	+14	..	..	..	+9	..	+2	..	+11	..	—14	..	+3	..	+4	..	—5	..	+2	..	—1	..	+37
(*b*) Muslims	..	+1	..	..	..	..	..	—1	..	—1	..	+2	..	+9	..	+3	..	+2	..	—4	..	..	..	+1	..	+17
(*c*) Anglo-Indians and domiciled Europeans	..	+9	..	+54	..	—2	..	—5	..	—7	..	+1	..	—23	..	—2	..	—2	..	—13	..	—2	..	—6	..	—4
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	—1	..	+2	..	—3	..	+7	..	..	..	—2	..	..	..	..	..	+3
(*e*) Indian Christians	..	..	..	+2	..	..	..	+1	..	+2	..	..	..	+3	..	+4	..	..	..	+1	..	..	..	—2	..	+12
(*f*) Other classes	..	+1	..	—2	..	..	..	—2	..	..	..	—3	..	..	..	—5	..	..	..	+1	..	..	..	..	..	—10
(*g*) Total	..	+14	..	+68	..	—2	..	+2	..	—5	..	+13	..	—28	..	+10	..	+4	..	—22	..	..	..	—3	..	+55
11·03. GRAND TOTAL	..	+10	..	+2	..	—2	..	..	..	—7	..	+11	..	—66	..	..	..	—1	..	—32	..	+2	..	—14	..	—88
12. *Percentage of total*—																										
12·01. Europeans	17·9	12·4	20·2	12·3	13·6	13·9	13·1	12·9	5·6	5·2	14·3	13·4	19·2	17·9	18·3	17·5	*20·5	19·0	18·7	18·4	26·3	33·3	12·8	11·3	*16·7	15·2
12·02. Indians—																										
(*a*) Hindus	35·8	35·2	*24·8	26·4	20·4	20·8	32·0	32·9	20·8	21·7	40·2	41·8	24·3	24·4	17·7	18·0	*18·9	20·2	26·1	26·4	5·3	14·3	30·4	31·6	*26·3	27·0
(*b*) Muslims	4·2	4·8	*2·5	2·5	6·8	6·9	3·8	3·7	2·0	1·8	1·8	2·3	2·5	3·1	2·6	2·8	..	0·6	14·2	14·3	10·5	9·5	1·7	2·2	4·8	5·0
(*c*) Anglo-Indians and domiciled Europeans	36·8	41·9	48·3	54·6	57·2	56·4	33·9	33·3	55·8	55·0	41·4	40·5	52·2	52·8	47·4	47·3	*57·7	57·3	29·2	28·9	57·9	42·9	51·2	51·6	43·8	44·2
(*d*) Sikhs	2·1	1·9	2·0	2·0	1·0	1·0	0·3	0·3	2·8	2·6	0·8	1·2	1·0	0·9	0·8	1·3	*0·6	0·6	7·4	7·4	..	..	..	..	2·2	2·3
(*e*) Indian Christians	..	..	1·3	1·5	1·0	1·0	4·2	4·4	3·1	3·6	0·7	0·8	0·5	0·6	7·3	7·6	1·0	1·0	2·3	2·4	..	..	3·5	2·9	2·7	2·8
(*f*) Other classes	3·2	3·8	0·9	0·7	..	..	12·7	12·5	9·9	10·1	0·8	..	0·3	0·3	5·9	5·5	1·3	1·3	2·1	2·2	..	..	0·4	0·4	3·5	3·5

*Revised figures.

APPENDIX G.

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1935-36.

Departments.	No. of vacancies actually filled.	FILLED BY								
			INDIANS.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10
STATE-MANAGED RAILWAYS.									
1. Agency	..	..	..	..	..	..	..	..	..
2. Accounts	4	..	2	2	..	..	..	..	4
3. Engineering	5	..	3	1	1	..	..	..	5
4. Transportation (Traffic) and Commercial.	8	1	5	1	..	1	..	..	7
5. Transportation (Power) and Mechanical Engineering.	12	2	5	3	1	..	1	..	10
6. Stores Department	..	..	..	..	..	..	..	..	..
7. Other Departments	3	..	3	..	..	..	..	..	3
8. TOTAL—									
1935-36	32	3	18	7	2	1	1	..	29
1934-35	59	31	8	4	7	2	2	5	28
9. Percentage of Europeans to number of vacancies filled—									
1935-36	9·4	..	..	..	..	..	..	..	..
1934-35	52·6	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	90·6	..	..	..	..	..	..	..	..
1934-35	47·4	..	..	..	..	..	..	..	..
OTHER RAILWAYS.									
Assam Bengal Railway.									
1. Agency	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..
3. Engineering	4	2	2	..	..	..	..	..	2
4. Transportation and Commercial	1	..	1	..	..	..	..	..	1
5. Mechanical	1	1	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..
7. Other Departments	3	1	1	..	..	..	1	..	2
8. TOTAL—									
1935-36	9	4	4	..	..	..	1	..	5
1934-35	2	1	1	..	..	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—									
1935-36	44·4	..	..	..	..	..	..	..	..
1934-35	50·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	55·6	..	..	..	..	..	..	..	..
1934-35	50·0	..	..	..	..	..	..	..	..

APPENDIX G—*contd.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1935-36—contd.

Departments.	No. of vacancies actually filled.	FILLED BY							
			INDIANS.						
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10
Bengal and North-Western Railway.									
1. Agency	..	..	..	..	..	..	..	..	..
2. Accounts	1	1	..	..	..	..	..	..	..
3. Engineering	1	..	1	..	..	..	..	..	1
4. Transportation and Commercial	1	..	1	..	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..
8. TOTAL—									
1935-36	3	1	2	..	..	..	..	..	2
1934-35	5	5	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—									
1935-36	33·3	..	..	..	..	..	..	..	..
1934-35	100·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	66·7	..	..	..	..	..	..	..	..
1934-35	0·00	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.									
1. Agency	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	..	..	..	2
3. Engineering	1	..	..	1	..	..	..	..	1
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..
6. Stores	1	..	1	..	..	..	..	..	1
7. Other Departments	3	1	1	..	..	1	..	..	2
8. TOTAL—									
1935-36	7	1	2	1	2	1	..	..	6
1934-35	6	..	1	2	3	..	..	..	6
9. Percentage of Europeans to number of vacancies filled—									
1935-36	14·3	..	..	..	..	..	..	..	..
1934-35	0·00	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	85·7	..	..	..	..	..	..	..	..
1934-35	100·0	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.									
1. Agency	1	..	..	..	..	..	1	..	1
2. Accounts	1	..	..	..	..	..	..	1	1
3. Engineering	2	..	1	..	1	..	..	..	2
4. Transportation and Commercial	3	..	1	2	..	..	..	..	3
5. Mechanical	2	..	2	..	..	..	..	..	2
6. Stores	1	1	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..
8. TOTAL—									
1935-36	10	1	4	2	1	..	1	1	9
1934-35	*9	*1	6	2	..	..	..	..	8
9. Percentage of Europeans to number of vacancies filled—									
1935-36	10·0	..	..	..	..	..	..	..	..
1934-35	*14·3	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	90·0	..	..	..	..	..	..	..	..
1934-35	*85·7	..	..	..	..	..	..	..	..

* Revised figures.

APPENDIX G—*concld.*

Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways during 1935-36—concld.

Departments.	No. of vacancies actually filled.	FILLED BY							
		Europeans.	INDIANS.						
			Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10
Madras and Southern Mahratta Railway.									
1. Agency	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..
5. Mechanical	3	..	3	..	..	..	..	..	3
6. Stores	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..
8. TOTAL—									
1935-36	3	..	3	..	..	..	..	..	3
1934-35	6	..	3	..	..	..	2	1	6
9. Percentage of Europeans to number of vacancies filled—									
1935-36	0·00	..	..	..	..	..	..	..	..
1934-35	0·00	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	100·0	..	..	..	..	..	..	..	..
1934-35	100·0	..	..	..	..	..	..	..	..
Rohilkund and Kumaon Railway.									
1. Agency	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..
3. Engineering	2	1	..	..	..	1	..	..	1
4. Transportation and Commercial	1	..	..	..	1	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..
8. TOTAL—									
1935-36	3	1	..	..	1	1	..	..	2
1934-35	2	2	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—									
1935-36	33·3	..	..	..	..	..	..	..	..
1934-35	100·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	66·7	..	..	..	..	..	..	..	..
1934-35	0·00	..	..	..	..	..	..	..	..
South Indian Railway.									
1. Agency	..	..	..	..	..	..	..	..	..
2. Accounts	1	1	..	..	..	..	..	..	..
3. Engineering	1	..	1	..	..	..	..	..	1
4. Transportation and Commercial	3	..	2	1	..	..	..	..	3
5. Mechanical	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	1
8. TOTAL—									
1935-36	6	1	4	1	..	..	..	..	5
1934-35	5	..	3	1	..	..	1	..	5
9. Percentage of Europeans to number of vacancies filled—									
1935-36	16·7	..	..	..	..	..	..	..	..
1934-35	0·00	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—									
1935-36	83·3	..	..	..	..	..	..	..	..
1934-35	100·0	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) and attached offices on 31st March 1936.

The Hon'ble Sir MUHAMMAD ZAFRULLAH KHAN, Kt., Bar.-at-Law
Member of Council of the Governor-General.

Railway Board.

The Hon'ble Sir Guthrie Russell, Kt. .	Chief Commissioner of Railways.
Mr. P. R. Rau	Financial Commissioner of Railways.
Mr. A. E. Tylden-Pattenson . . .	Member (*on leave*).
Mr. J. C. Highet, F.C.H. . . .	Member (*Offg.*).
Col. H. L. Woodhouse, M.C. . . .	Director of Civil Engineering.
Mr. T. S. Sankara Aiyar, B.A., B.E. .	Director of Finance.
Diwan Bahadur Mathra Das . . .	Director of Establishment.
Mr. F. D'Souza	Director of Traffic.
Mr. E. Ingoldby	Director of Mechanical Engineering (*on leave*).
Mr. L. H. Kirkness, D.S.O., O.B.E., V.D.	Secretary.
Khan Bahadur Barkat Ali . . .	Deputy Director, Finance.
Khan Sahib Z. H. Khan . . .	Deputy Director, Establishment (I).
Mr. K. M. Hassan	Deputy Director, Establishment (II) (Temporary).
Mr. H. M. Jagtiani	Deputy Director, Traffic (Commercial) (*Offg.*).
Mr. R. C. Paranjoti, B.A., B.Sc. (London), A.M.I.L.E. . . .	Deputy Director, Mechanical Engineering (*Offg.*).
Mr. J. W. C. Holt	Deputy Director, Traffic (Transportation) (*Offg.*).
Mr. E. C. Rundlett	Assistant Secretary.

Attached Officer.

Mr. C. W. Scott, O.B.E., D.F.C., B.Sc., I.F.S.	Joint Timber Advisory Officer, Railway and Defence Departments.

Attached Offices.

Lt.-Col. H. W. Wagstaff, M.C., R.E. .	Supervisor of Railway Labour.

Central Standards Office for Railways.

Mr. J. M. D. Wrench, C.I.E. . .	Chief Controller of Standardization.
Mr. L. H. Swain	Deputy Chief Controller (Civil).
Mr. T. G. Creighton	Deputy Chief Controller (Mechanical).
Mr. T. T. Lambe	Assistant Chief Controller (Mechanical).
Mr. J. V. Stuart-Edwards . . .	Assistant Chief Controller (Civil).
Mr. A. Vasudevan	Assistant Chief Controller (Specifications and Records).
Mr. W. E. Gelson	Officer on Special Duty (I).
Mr. E. A. Blackwood	Officer on Special Duty (II).

Central Publicity Bureau.

Mr. G. T. Tait, B.Sc.	Central Publicity Officer.
Mr. P. W. Sullivan	Assistant Publicity Officer.

Overseas Bureaux.

Mr. N. S. Sen	Resident Manager, Indian Railways Bureau, New York, U. S. A.
Mr. V. P. Bhandarkar	Manager, Indian Railways Bureau, London.

Office of the Controller of Railway Accounts.

Mr. V. S. Sundaram	Controller of Railway Accounts.
Mr. Rangbihari Lal	Deputy Controller of Railway Accounts.
Mr. K. Ubaidullah	Assistant Controller of Railway Accounts.

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1937

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1935—36

Volume II—Statistics

(Compiled by Controller of Railway Accounts)

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Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 5-8-0 or 9*s*. Volume II, Rs. 5-8-0 or 9*s*. [1934-35].

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s*. 9*d*.

(4) History of Services of the Officers of the Indian State Railways. Published biennially. Price Rs. 20-0-0 (corrected upto 1st July 1935).

TECHNICAL PAPERS.

(5) Over 298 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.		*Name.*	*Author.*
No.	72	The design of well foundations for bridges	(Compiled.)
,,	148	Statistics of Railway working expenditure	G. DEUCHARS.
,,	153	River training and control on the guide-bank system	F. J. E. SPRING.
,,	215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
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,,	242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
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,,	245	Report of the Indian Railway Bridge Committee on track stresses.	
,,	247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
,,	249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
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CONTENTS.

SECTION A.—*Financial and Statistical Summaries.*

Financial Summaries—

PAGE.

I.—Summary of the Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts 2

II A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1935 and 1936 3

II-B.—Summary of Capital outlay to end of the years 1934-35 and 1935-36 of other than State-owned Railways . . . . . 4—5

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36 6

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1934-35 and 1935-36 7

V.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$, Revenue Earnings and Expenses of Railways by Classes for the years 1934-35 and 1935-36 7

VI.—Summary of $\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1934-35 and 1935-36 . 8

Statistical Summaries—

VII.—Summary of the Mileage of Railways on 31st March 1936 9

VIII.—Summary of Equipment showing actual stock running on 31st March 1936 . . . 10—11

IX.—Summary of Net Additions to or reduction of Equipment during the year 1935-36 . 10—11

X.—Summary of Passenger and Goods Revenue Statistics for the years 1934-35 and 1935-36 . 12—13

XI.—Summary of Revenue Earnings and Expenses rated against selected units by Classes and Gauges for the years 1934-35 and 1935-36 14

XII.—Summary of Train and Engine Mileage for the years 1934-35 and 1935-36 . . 15

XIII.—Summary of Selected Operating Statistics of Class I Railways by Gauges for the year ended 31st March 1936 . . . . . 16—19

SECTION B.—*Financial and Statistical Statements.*

Financial Statements—

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1935-36 and of the percentage of those figures on the Capital at Charge, on 31st March 1936, also the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts . . . . . 22—23

2. (*a*)—Statement of Capital at Charge of State-owned Railways on the 31st March 1936 . 24—27

2. (*b*)—Statement of Capital Outlay to the end of the year 1935-36 of other than State-owned Railways . . . . . 28—39

3.—Statement of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1935-36 . . . . . 40—41

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1935-36 42

PAGE.

5.—Statement of $\frac{\text{Capital at Charge}}{\text{Capital Outlay}}$, Revenue Earnings and Expenses for the years 1934-35 and 1935-36 . . . . . 43—47

6.—Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36 . 48—51

7.—Details of Working Expenses of each Railway System for the years 1934-35 and 1935-36 52—61

Statistical Statements—

8.—Mileage Statement for the year 1935-36 . . . . . 62—77

9.—Description of Class I Railways worked during the year 1935-36 78

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936 . . . . . 79—88

11.—Statement of Net Additions to or Reductions of Equipment of Class I Railways during the year 1935-36 . . . . . 89—91

12.—Statement of Passenger Revenue Statistics of Class I Railways for the years 1934-35 and 1935-36 . . . . . 92—99

13.—Statement of Goods Revenue Statistics of Class I Railways for the years 1934-35 and 1935-36 . . . . . 100—111

14.—Statement of Revenue Earnings and Expenses of Class I Railways rated against selected units for the years 1934-35 and 1935-36 . . . . . 112—115

15.—Results of Working of Class I Railways for the years 1934-35 and 1935-36 . . . 116—117

16.—Statement of Ton Mileage of Class I Railways for the years 1934-35 and 1935-36 . 118—119

17.—Statement of Train and Engine Mileage of Class I Railways for the years 1934-35 and 1935-36 . . . . . 120—125

18.—Statement of Engine Hours of Class I Railways for the years 1934-35 and 1935-36 . . 126—129

19.—Statement of Vehicle Miles of Class I Railways for the years 1934-35 and 1935-36 . . 130—133

20.—Statement of Speed of Goods Trains of Class I Railways for the years 1934-35 and 1935-36 134

21.—Statement of Shunting and Light running of Class I Railways for the years 1934-35 and 1935-36 135

22.—Statement of Engine Usage of Class I Railways for the years 1934-35 and 1935-36 . . 136—139

23.—Statement of Loads of Trains of Class I Railways for the years 1934-35 and 1935-36 . . 140—141

24.—Statement of Vehicles and Wagons and their Usage on Class I Railways for the years 1934-35 and 1935-36 . . . . . 142—143

25.—Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36 . 144—145

26. (*a*)—Statement of Repairs of Rolling Stock of Class I Railways for the years 1934-35 and 1935-36 . . . . . 146—149

26. (*b*)—Statement of cost of Repairs and Maintenance of Rolling Stock of Class I Railways for the year 1935-36 . . . . . 150—151

27. (*a*)—Statement of Coal Consumed on Class I Railways for the years 1934-35 and 1935-36 152—157

27. (*b*)—Statement of Coal Consumption on Class I Railways for the years 1934-35 and 1935-36 158—159

28.—Statement of Efficiency of Class I Railways for the years 1934-35 and 1935-36 . . 160

29.—Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1935-36 . . . . . 161—176

30.—Analysis of Operating Expenses of Class I Railways for the year 1935-36 . . . 177—205

PAGE.

31.—Statement of Oil Consumption on Class I Railways during the years 1934-35 and 1935-36 . . . . . 206—207

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36. . . . . 208—211

33.—Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1934-35 and 1935-36 212

34.—Statement of Equipment showing the actual Stock running on Class II and III Railways on the 31st March 1936 . . . . . 213—214

35.—Statement of the Net Additions to Equipment of Class II and III Railways during the year 1935-36 215

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1934-35 and 1935-36 . . . . . 216—221

37.—Statistics of Engine miles and Coal Consumption of Class II and III Railways for the years 1934-35 and 1935-36 . . . . . 222—226

ppendices—

A.—Value of Stores purchased by Class I Railways during the year 1935-36 . . . 228—231

B.—Details of Working of Company or State Collieries for the years 1933-34 to 1935-36 . . 232—233

C-I.—Statement of Number of Servants of all races employed on each Railway System (open lines only) and in the Railway Board and other Railway Offices at the close of the years 1934-35 and 1935-36 . . . . . 234—235

C-II.—Statement of Number of Servants in subordinate services (excluding labourers and inferior servants) employed on class I Railways (except H. E. H. the Nizam's State Railways and Jodhpur Railway) and in the Railway Board and other Railway offices at the close of the years 1934-35 and 1935-36 236

D.—Statements of Accidents during 1935-36 . . . . . 237—269

E.—Rolling Stock fitted with Automatic brakes, Vehicles lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1936 . 270—271

F.—Statement showing the cost of the Police Force employed on Railways during 1935-36 . 272

INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A

FINANCIAL AND STATISTICAL SUMMARIES.

[*For details, see Statement 1, pages 22-23.*]

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of ***State-owned*** *Railways for the years 1934-35 and 1935-36 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3.)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1934-35*	*5,00,74,66*	*15,73,71*	*3·14*	..	*19,95,09*	*19,95,09*	..	*4,21,38*	*—0·84*
	1935-36	4,97,64,51	16,23,59	3·26	..	19,67,21	19,67,21	..	3,43,62	—0·69
2. State Lines worked by Companies or by Indian States	*1934-35*	*2,91,44,58*	*11,22,51*	*3·85*	*61,12*	*11,70,37*	*12,31,49*	..	*1,08,98*	*—0·37*
	1935-36	2,88,28,02	11,23,05	3·90	50,95	11,58,69	12,09,64	..	86,59	—0·30
3. Miscellaneous items	*1934-35*	*3,10,31*	..	..	..	*14,60*	*14,60*	..	*14,60*	*—4·70*
	1935-36	3,09,50	..	..	..	13,10	13,10	..	13,10	—4·23
4. Total Central	*1934-35*	*7,95,29,55*	*26,96,22*	*3·39*	*61,12*	*31,80,06*	*32,41,18*	..	*5,44,96* (a)	*—0·69*
	1935-36	7,89,02,03	27,46,64	3·48	50,95	31,39,00	31,89,95	..	4,43,31 (a)	—0·56
Provincial.										
5. Total Provincial	*1934-35*	*14,61*	..	..	..	*51*	*51*	..	*51*	*—3·49*
	1935-36	14,61	..	..	..	51	51	..	51	—3·49
6. Grand total	*1934-35*	*7,95,44,16*	*26,96,22*	*3·39*	*61,12*	*31,80,57*	*32,41,69*	..	*5,45,47*	*—0·69*
	1935-36	7,89,16,64	27,46,64	3·48	50,95	31,39,51	31,90,46	..	4,43,82	—0·56

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

(a) See also footnote * under Statement 1 on page 23.

[*For details, see Statement 2 (a), pages 24-27.*]

II-A.—Summary of Capital at Charge of ***State-owned*** *Railways on the 31st March 1935 and 1936.*

(*In thousands of rupees.*)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1935.	31st March 1936.	*31st March 1935.*	31st March 1936.	*31st March 1935.* (Cols. 2+4.	31st March 1936. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	..	..	..	..	..	..
(*b*) To end of the year .	*1,20,39,51*	1,16,56,81	*49,00,02*	44,52,15	*1,69,39,53*	1,61,08,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*97,65*	1,51,03	*1,00,29*	88,16	*1,97,94*	2,39,19
(*b*) Rolling-stock . .	*—1,07,45*	—35,76	*38,70*	40,74	*—68,75*	4,98
(*c*) General charges . .	*2,32*	1,23	*—17,80*	—8,52	*—15,48*	—7,29
(*d*) Stores, etc., not finally charged off in the accounts.	*—79,70*	10,74	*—8,88*	10,12	*—88,58*	20,86
(*e*) Total	*—87,18*	1,27,24	*1,12,31*	1,30,50	*25,13*	2,57,74
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works . . .	*2,62,35,26*	2,63,24,30	*1,63,45,50*	1,61,61,97	*4,25,80,76*	4,24,86,27
(*b*) Rolling-stock . .	*97,48,28*	97,12,53	*66,80,05*	69,83,52	*1,64,28,33*	1,66,96,05
(*c*) General charges . .	*14,54,28*	14,67,56	*11,87,63*	11,81,77	*26,41,91*	26,49,33
(*d*) Stores, etc., not finally charged off in the accounts.	*5,97,33*	6,03,31	*3,56,30*	3,72,72	*9,53,63*	9,76,03
(*e*) Total . . .	*3,80,35,15*	3,81,07,70	*2,45,69,48*	2,46,99,98	*6,26,04,63*	6,28,07,68
4. *Total Capital at Charge at the end of the financial year* [*Items 1* (*b*) plus 3 (e)].	*5,00,74,66*	4,97,64,51	*2,94,69,50*	2,91,52,13	*7,95,44,16*	7,89,16,64

II-B.—Summary of Capital Outlay to the end of the years 1934-35

Classification.	Year.	Capital outlay during the year. Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	*1934-35*	*—56*	*3*	*57*	*—29*	*—25*
	1935-36	7	—2	*Nil*	3	8
(b) Worked by the main line	*1934-35*	*1,14*	*Nil*	*Nil*	*Nil*	*1,14*
	1935-36	12	*Nil*	18	*Nil*	30
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1934-35*	*3,02*	*71*	*—3*	*Nil*	*3,70*
	1935-36	78	14	11	*Nil*	1,03
3. Branch line Companies' Railways under guarantee and rebate terms.	*1934-35*	*22*	*—8*	*Nil*	*Nil*	*14*
	1935-36	56	*Nil*	*Nil*	*Nil*	56
4. Companies' lines subsidized by the Government of India.	*1934-35*	*—4,85*	*4,98*	*9,59*	*—72*	*9,00*
	1935-36	6,66	9,74	1	—21	16,20
5. Companies' lines subsidized by Local Governments.	*1934-35*	*50*	*Nil*	*Nil*	*3*	*53*
	1935-36	11	*Nil*	*Nil*	—27	—16
6. Unassisted Companies' lines	*1934-35*	*Nil*	*15*	*Nil*	*—1*	*14*
	1935-36	15	15	*Nil*	—5	25
7. District Board lines	*1934-35*	*66*	*—15*	*—5*	*Nil*	*—86*
	1935-36	50	—1,74	1	*Nil*	—1,23
8. Companies' lines ubsidized by District Boards.	*1934-35*	*53*	*7*	*3*	*—8*	*55*
	1935-36	1,19	73	2	1,04	2,98
9. Indian State lines worked by Indian States	*1934-35*	*79,73*	*28,98*	*3,52*	*—9,16*	*1,03,07*
	1935-36	32,38	19,09	75	2,25	54,47
10. Indian State lines worked by the main line	*1934-35*	*1,21*	*—18,19*	*23*	*—17*	*—16,92*
	1935-36	41	74	—89	20	46
11. Companies' lines guaranteed by Indian States	*1934-35*	*Nil*	*2*	*Nil*	*Nil*	*2*
	1935-36	*Nil*	1	*Nil*	*Nil*	1
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1934-35*	*4,75*	*Nil*	*Nil*	*Nil*	*4,75*
	1935-36	54	*Nil*	*Nil*	*Nil*	54
13. TOTAL	*1934-35*	*85,03*	*16,52*	*13,86*	*—10,40*	*1,05,01*
	1935-36	43,47	28,84	19	2,99	75,49
14. Miscellaneous	*1934-35*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1935-36	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. GRAND TOTAL	*1934-35*	*85,03*	*16,52*	*13,86*	*—10,40*	*1,05,01*
	1935-36	43,47	28,84	19	2,99	75,49

[*For details, see Statement 2 (b), pages 28—39*].

and 1935-36 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
92,54	*21,33*	*9,31*	*1,52*	*1,24,70*	(*a*) Worked by the branch line company.
92,61	21,31	9,31	1,55	1,24,78	
82,00	*1,17*	*7,71*	*Nil*	*90,88*	(*b*) Worked by the main line.
82,12	1,17	7,89	*Nil*	91,18	
6,18,34	*56,92*	*79,52*	*Nil*	*7,54,78*	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,84,71	57,03	77,61	*Nil*	7,19,35	
1,77,14	*2,96*	*9,56*	*2,00*	*1,91,66*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,77,70	2,96	9,56	2,00	1,92,22	
**12,42,18*	*4,02,89*	*1,22,35*	*12,98*	*17,80,40*	4. Companies' lines subsidized by the Government of *India*.
*12,48,84	4,12,63	1,22,36	12,77	17,96,60	
1,06,64	*72,38*	*21,08*	*4,10*	*2,04,20*	5. Companies lines subsidized by Local Governments.
1,06,75	72,38	21,08	3,83	2,04,04	
51,52	*12,74*	*2,48*	*23*	*66,97*	6. Unassisted Companies' lines.
51,67	12,89	2,48	18	67,22	
70,90	*6,86*	*6,48*	*Nil*	*84,24*	7. District Board lines.
71,40	5,12	6,49	*Nil*	83,01	
‖*1,04,55*	*39,46*	*2,57*	*1,54*	‖*1,48,12*	8. Companies' lines subsidized by District Boards.
1,05,88	40,19	2,59	2,60	1,51,26	
28,55,48	*9,30,42*	*1,88,40*	*72,04*	*40,46,34*	9. Indian State lines worked by Indian States.
28,87,86	9,49,51	1,89,15	74,29	41,00,81	
10,64,87	*96,22*	*80,18*	*5,81*	*12,47,08*	10. Indian State lines worked by the main line.
10,65,26	96,96	79,29	6,01	12,47,52	
8,43	*5,94*	*1,76*	*Nil*	*16,13*	11. Companies' lines guranteed by Indian States.
8,43	5,95	1,76	*Nil*	16,14	
†*2,37,15*	*Nil*	*1,50*	*Nil*	*2,38,65*	12. Lines in Foreign territory worked by British Indian Railway Companies.
‡2,37,69	*Nil*	1,50	*Nil*	2,39,19	
‖*67,11,74*	*16,49,29*	*5,32,90*	*1,00,22*	‖*89,94,15*	13. Total.
67,20,92	16,78,10	5,31,07	1,03,23	90,33,32	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. **Miscellaneous.**
8,23	*Nil*	64	*Nil*	8,87	
‖*67,19,97*	*16,49,29*	*5,33,54*	*1,00,22*	‖*90,03,02*	15. Grand Total.
67,29,15	16,78,10	5,31,71	1,03,23	90,42,19	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 2,25,65 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,26,19 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

‖ Revised figures.

[*For details, see Statement 4, page 42.*]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** *Railways for the years 1934-35 and 1935-36.*

Particulars.	Central.								Total Provincial.		Grand Total	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36.	1934-35.	1935-36
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . £	*3,606,880*	3,527,582	*899,366*	899,366	..	..	*4,506,246*	4,426,948	..	..	*4,506,246*	4,426,948
2. Interest on capital contributed by companies:—												
(*a*) On share capital £	..	..	*420,000*	420,000	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(*b*) On debenture and debenture stock £	..	..	*502,083*	493,035	..	..	*502,083*	493,035	..	..	*502,083*	493,035
3. Total . £	..	..	*922,083*	913,035	..	..	*922,083*	913,035	..	..	*922,083*	913,035
4. Grand Total . £	*3,606,880*	3,527,582	*1,821,449*	1,812,401	..	..	*5,428,329*	5,339,983	..	..	*5,428,329*	5,339,983
5. Converted into rupees at average rate of exchange . . (In thousands of rupees.)	*4,79,50*	4,67,91	*2,43,27*	2,42,04	(*a*)—*73*	(*a*)—1,25	*7,22,04*	7,08,70	..	..	*7,22,04*	7,08,70
6. Interest on capital outlay provided by Government . . (In thousands of rupees.)	*15,15,55*	14,99,26	*9,19,60*	9,09,15	*15,33*	14,35	*24,50,48*	24,22,76	*51*	51	*24,50,99*	24,23,27
7. Interest on rupee debt. (In thousands of rupees.)	*4*	4	*7,50*	7,50	..	..	*7,54*	7,54	..	..	*7,54*	7,54
8. Grand Total . . (In thousands of rupees.)	*19,95,09*	19,67,21	*11,70,37*	11,58,69	*14,60*	13,10	*31,80,06*	31,39,00	*51*	51	*31,80,57*	31,39,51

(*a*) Represents exchange charges.

[*For details, see Statement No. 3, pages* 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of ***State-owned*** *Railways for the years 1934 35 and 1935-36.*

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State .	*1934-35*	*56,83,22*	*16,61*	*56,99,83*	*31,94,10*	*8,70,62*	*—8,55*	*40,56,17*	*69,95*	*15,73,71*	*56·20*
	1935-36	57,57,48	—19,95	57,37,53	32,15,28	8,30,56	—6,19	40,39,65	74,29	16,23,59	55·85
State Railways worked by Companies or Indian States and Miscellaneous.	*1934-35*	*39,46,79*	*—8,09*	*39,38,70*	*21,08,21*	*5,01,15*	*—21*	*26,09,15*	*2,07,04*	*11,22,51*	*53·42*
	1935-36	39,77,44	—3,39	39,74,05	21,52,20	4,94,41	—5,99	26,40,62	2,10,38	11,23,05	54·11
Total . .	*1934-35*	*96,30,01*	*8,52*	*96,38,53*	*53,02,31*	*13,71,77*	*—8,76*	*66,65,32*	*2,76,99*	*26,96,22*	*55·06*
	1935-36	97,34,92	—23,34	97,11,58	53,67,48	13,24,97	—12,18	66,80,27	2,84,67	27,46,64	55·14

[*For details, see Statement 5, pages 43-47.*]

V.—Summary of $\frac{\textit{Capital at Charge*}}{\textit{Capital outlay†}}$*, Revenue Earnings and Expenses of Railways for the years 1934-35 and 1935-36.*

[In thousands of rupees.]

Classification.	Year.	For the system *i.e.* both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col.5}\times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1934-35* .	*8,47,34,07*	*99,12,74*	*65,93,97*	*33,18,77*	*66·52*	*3·92*
	1935-36 .	8,41,06,77	1,00,19,03	66,37,41	33,81,62	66·25	4·02
Class II Railways	*1934-35* .	*27,06,85*	*3,11,84*	*1,93,39*	*1,18,45*	*62·02*	*4·38*
	1935-36 .	27,38,40	3,09,02	1,98,66	1,10,36	64·29	4·03
Class III Railways	*1934-35* .	*††5,98,80*	*57,31*	*††42,69*	*††14,62*	*††74·49*	*††2·44*
	1935-36 .	6,11,82	56,95	43,58	13,37	76·52	2·19
Other items not included in the preceding heads	*1934-35* .	*5,07,46*	*—82*	*2,30,13*	*—2,30,95*	..	..
	1935-36 .	5,01,84	—83	2,14,23	—2,15,06	..	..
		By Ownership					
Total State Railways (*a*)	*1934-35* .	*7,90,36,70*	*††91,07,09*	*††61,75,39*	*††29,31,70*	*††67·81*	*††3·71*
	1935-36 .	7,84,14,80	92,02,64	62,02,32	30,00,32	67·40	3·83
Other items not included in the preceding heads.	*1934-35* .	*5,07,46*	*—82*	*2,30,13*	*—2,30,95*	..	..
	1935-36 .	5,01,84	—83	2,14,23	—2,15,06	..	..
Total other Railways	*1934-35* .	*††89,94,15*	*††11,74,38*	*††6,54,20*	*††5,20,18*	*††55·71*	*††5·78*
	1935-36 .	90,33,32	11,81,98	6,76,88	5,05,10	57·27	5·59
Miscellaneous	*1934-35* .	*(b) 8,87*	*42*	*46*	*—4*	..	..
	1935-36 .	(*b*) 8,87	38	45	—7	..	..
GRAND TOTAL .	*1934-35* .	*††8,85,47,18*	*1,02,81,07*	*††70,60,18*	*††32,20,89*	*68·67*	*3·64*
	1935-36 .	8,79,58,83	1,03,84,17	70,93,88	32,90,29	68·31	3·74

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The method of exhibiting the figures in Summary IV has been changed from 1934-35 ; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(*b*) See details at the foot of Statement 2 (*b*) for the year concerned.

†† Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62-77.*

VI.—*Summary of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1934-35 and 1935-36.*

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1934-35*	*17,685·24*	*4,98,78,90*	*55,62,40*	*40,01,31*	*15,61,09*	
	1935-36	17,736·12	4,95,73,56	56,34,79	39,80,94	16,53,85	
2. State lines worked by ‖companies(*a*)	*1934-35*	*13,982·88*	*2,91,57,80*	*††35,44,69*	*††21,74,08*	*††13,70,61*	
	1935-36	14,045·44	2,88,41,24	35,67,85	22,21,38	13,46,47	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1934-35*	*177·93*	*1,24,70*	*6,61*	*5,93*	*68*	
	1935-36	177·93	1,24,78	5,72	6,01	—29	
4. Branch line companies' railways under Guarantee terms worked by the main line.	*1934-35*	*114·65*	*90,88*	*9,99*	*5,04*	*4,95*	
	1935-36	114·65	91,18	9,63	4,85	4,78	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1934-35*	*1,131·59*	*7,54,78*	*80,51*	*44,09*	*36,42*	
	1935-36	1,076·58	7,19,35	78,58	43,16	35,42	
6. Branch line companies' railways under Guarantee and rebate terms.	*1934-35*	*166·60*	*1,91,66*	*11,63*	*6,00*	*5,63*	
	1935-36	166·60	1,92,22	11,65	6,10	5,55	
7. Companies' lines subsidized by the Government of India.	*1934-35*	*2,032·30*	*17,80,40*	*††2,71,79*	*††1,28,62*	*††1,43,17*	
	1935-36	2,031·85	17,96,60	2,77,67	1,32,34	1,45,33	
8. Companies' lines subsidized by Local Governments.	*1934-35*	*137·09*	*2,04,20*	*32,65*	*20,92*	*11,73*	
	1935-36	137·09	2,04,04	31,69	20,68	11,01	
9. Unassisted companies' lines	*1934-35*	*164·25*	*66,97*	*3,88*	*3,32*	*56*	
	1935-36	164·25	67,22	3,75	3,13	62	
10. District Board lines	*1934-35*	*136·43*	*84,24*	*14,89*	*7,83*	*7,06*	
	1935-36	136·43	83,01	16,04	8,72	7,32	
11. Companies' lines subsidized by District Boards	*1934-35*	*273·62*	*††1,48,12*	*30,71*	*††20,44*	*††10,27*	
	1935-36	273·62	1,51,26	29,88	20,62	9,26	
12. Indian State lines worked by Indian States.	*1934-35*	*5,284·51*	*40,46,34*	*5,04,24*	*2,92,05*	*2,12,19*	
	1935-36	5,324·96	41,00,81	5,05,95	3,07,87	1,98,09	
13. Indian State lines worked by the main line.	*1934-35*	*1,602·25*	*12,47,08*	*††1,78,69*	*††1,03,42*	*††75,27*	
	1935-36	1,601·57	12,47,52	1,87,02	1,08,05	78,97	
14. Companies' lines guaranteed by Indian States.	*1934-35*	*38·63*	*16,13*	*1,11*	*1,00*	*11*	
	1935-36	38·63	16,14	1,27	1,06	21	
15. Lines in foreign territory worked by British Indian railway companies	*1934-35*	*73·54*	*2,38,65*	*27,68*	*15,54*	*12,14*	
	1935-36	73·54	2,39,19	23,13	14,29	8,84	
16. Miscellaneous	*1934-35*	*19·12*	*(b) 8,87*	*42*	*46*	*—4*	
	1935-36	19·12	(*b*) 8,87	38	45	—7	
17. Other items not included in the preceding heads.	*1934-35*	..	*5,07,46*	*—82*	*2,30,13*	*—2,30,95*	
	1935-36	...	5,01,84	—83	2,14,23	—2,15,06	
18. Total	*1934-35*	*43,020·63*	*††8,85,47,18*	*1,02,81,07*	*††70,60,18*	*††32,20,89*	
	1935-36	43,118·38	8,79,58,83	1,03,84,17	70,93,88	32,90,29	

(*a*) Please see footnote (*a*) in Summary V on page 7.

(*b*) See details at the foot of Statement 2 (*b*) for the year concerned.

* In the case of State-owned Railways.

† In the case of other than State-owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

†† Revised figures.

[*For details, see Statement 8, pages 62—77*].

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1936.

Classification.	Route mileage open on the 31st March 1936.			Track mileage open on the 31st March 1936.			Route mileage opened during the financial year 1935-36.	Route mileage authorised but not open for traffic on 31st March 1936.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (*a*) Class I Railways—									
5′ 6″ gauge	17,770·88	3,425·24	21,196·12	24,877·10	7,420·99	32,298·09	1·54	*Nil*	*Nil*
3′ 3⅜″ gauge	14,687·19	267·53	14,954·72	15,237·80	3,267·13	18,504·93	85·19	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	2,216·58	*Nil*	2,216·58	2,216·58	250·84	2,467·42	*Nil*	*Nil*	*Nil*
Total	34,674·65	3,692·77	38,367·42	42,331·48	10,938·96	53,270·44	86·73	*Nil*	*Nil*
(*b*) Class II Railways—									
3′ 3⅜″ gauge	2,622·13	*Nil*	2,622·13	2,622·13	399·38	3,021·51	10·83	*Nil*	63·44
2′ 6″ and 2′ 0″ gauges	926·11	*Nil*	926·11	926·11	112·47	1,038·58	*Nil*	*Nil*	*Nil*
Total	3,548·24	*Nil*	3,548·24	3,548·24	511·85	4,060·09	10·83	*Nil*	63·44
c) Class III Railways—									
3′ 3⅜″ gauge	186·93	*Nil*	186·93	186·93	27·03	213·96	13·25	*Nil*	*Nll*
2′ 6″ and 2′ 0″ gauges	1,015·79	*Nil*	1,015·79	1,017·20	103·38	1,120·58	*Nil*	0·89	*Nil*
Total	1,202·72	*Nil*	1,202·72	1,204·13	130·41	1,334·54	13·25	0·89	*Nil*
II. (*a*) Total State-owned Railways—									
5′ 6″ gauge	15,771·13	3,425·24	19,196·37	22,877·35	7,136·87	30,014·22	1·54	*Nil*	*Nil*
3′ 3⅜″ gauge	10,718·58	249·71	10,968·29	11,233·55	2,557·08	13,790·63	69·50	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,618·91	*Nil*	1,618·91	1,618·91	200·98	1,819·89	*Nil*	*Nil*	*Nil*
Total	28,108·62	3,674·95	31,783·57	35,729·81	9,894·93	45,624·74	71·04	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	1,999·75	*Nil*	1,999·75	1,999·75	284·12	2,283·87	*Nil*	*Nil*	*Nil*
3′ 3⅜″ gauge	6,777·67	17·82	6,795·49	6,813·31	1,136·46	7,949·77	39·77	*Nil*	63·44
2′ 6″ and 2′ 0″ gauges	2,539·57	*Nil*	2,539·57	2,540·98	265·71	2,806·69	*Nil*	0·89	*Nil*
Total	11,316·99	17·82	11,334·81	11,354·04	1,686·29	13,040·33	39·77	0·89	63·44
III. (*a*) Total State-managed Rlys.—									
5′ 6″ gauge	12,109·70	2,858·25	14,967·95	18,035·91	5,544·50	23,580·41	1·54	*Nil*	*Nil*
3′ 3⅜″ gauge	2,983·61	214·14	3,197·75	3,411·89	925·78	4,337·67	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	967·03	*Nil*	967·03	967·03	116·33	1,083·36	*Nil*	*Nil*	*Nil*
Total	16,060·34	3,072·39	19,132·73	22,414·83	6,586·61	29,001·44	1·54	*Nil*	*Nil*
(*b*) Total Other Railways—									
5′ 6″ gauge	5,661·18	566·99	6,228·17	6,841·19	1,876·49	8,717·68	*Nil*	*Nil*	*Nil*
3′ 3⅜″ gauge	14,512·64	53·39	14,566·03	14,634·97	2,767·76	17,402·73	109·27	*Nil*	63·44
2′ 6″ and 2′ 0″ gauges	3,191·45	*Nil*	3,191·45	3,192·86	350·36	3,543·22	*Nil*	0·89	*Nil*
Total	23,365·27	620·38	23,985·65	24,669·02	4,994·61	29,663·63	109·27	0·89	63·44
IV. Total by gauges—									
5′ 6″ gauge	17,770·88	3,425·24	21,196·12	24,877·10	7,420·99	32,298·09	1·54	*Nil*	*Nil*
3′ 3⅜″ gauge	17,496·25	267·53	17,763·78	18,046·86	3,693·54	21,740·40	109·27	*Nil*	63·44
2′ 6″ and 2′ 0″ gauges	4,158·48	*Nil*	4,158·48	4,159·89	466·69	4,626·58	*Nil*	0·89	*Nil*
Grand Total	39,425·61	3,692·77	43,118·38	47,083·85	11,581·22	58,665·07	110·81	0·89	63·44

Note.—Route mileage open on 31st March 1935	43,020·63
Add Route mileage opened during 1935-36	110·81
Total ..	43,131·44
Route mileage open on 31st March 1936 as shown in column 4 above	43,118·38
Difference (*vide* details below)	—13·06
Net decrease on account of realignments, remeasurements, etc.	—13·06

VIII.—Summary of Equipment showing

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages.
												Passenger carriages.					Other vehicles including brake vans.	
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.									1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.																		
5′ 6″ gauge . .	‡5,422	69	§139,437,096	2,116,352	1	7	12	1,105	93	9,188	138	9,473 *	23,447	44,327	61,817	646,846	3,524	1,164
3′ 3⅜″ gauge . .	2,670	(a)6	40,472,923	(b)41,600	3	220	7	623	24	1,031	38	7,506	10,810	15,152	13,256	361,265	1,528	591
			Number.		Number.													
2′ 6″ and 2′ 0″ gauges			285		6		6	222	1	16	13	871	1,101	1,444	1,832	26,027	91	44
Class II Railways.																		
3′ 3⅜″ gauge . .			285		13		..	..	..	..	..	1,009	1,391	2,487	922	38,668	225	79
2′ 6″ and 2′ 0″ gauges			132		5		(c)7	..	..	..	..	597	344	792	84	16,186	47	22
Class III Railways.																		
3′ 3⅜″ gauge . .			23		..		..	..	..	..	..	73	43	123	88	3,085	21	5
2′ 6″ and 2′ 0″ gauges			144		18		1	..	..	..	..	565	569	454	1,421	13,971	59	13

IX.—Summary of net additions to or reductions

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages).
											Passenger carriages.					Other vehicles including brake vans.	
	Steam No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.								1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	—93	..	—1,366,714	..	..	..	—1	..	..	..	*—146	—832	—108	—2,681	—13,676	—58	3
3′ 3⅜″ gauge . .	—7	..	229,978	..	..	..	..	..	..	..	*—119	34	327	710	—5,021	12	—21
			Number.		Number.												
2′ 6″ and 2′ 0″ gauges			3		..		..	..	..	..	—14	—3	—5	17	—1,144	..	—1
Class II Railways.																	
3′ 3⅜″ gauge . .			3		3		..	..	..	..	4	—3	61	—245	701	8	..
2′ 6″ and 2′ 0″ gauges			—2		..		..	..	..	..	—11	..	—36	..	—4	6	3
Class III Railways.																	
3′ 3⅜″ gauge . .			2		..		..	..	..	..	7	7	12	10	268	2	1
2′ 6″ and 2′ 0″ gauges			—1		1		..	..	..	..	—14	5	8	—23	—202	—16	..
By gauges.																	
5′ 6″ gauge . .	—93	..	—1,366,714	..	..		—1	..	..	..	—146	—832	—108	—2,681	—13,676	—58	3
			Number.														
3′ 3⅜″ gauge . .			—2		3		..	..	..	..	—108	38	400	475	—4,052	22	—20
2′ 6″ and 2′ 0″ gauges			..		1		..	..	..	..	—39	2	—33	—6	—1,350	—10	2

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.
‡ Includes one Petrol Locomotive.
§ Includes 2,460 Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.
(b) For 4 Electric Locomotives only.
(c) Includes 4 Internal Combustion Coaches.

actual stock running on 31st March 1936. [*For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
									Class I Railways.
94,677	1,992,509	38,064	824,779	4,567	101,854	12,066	3,971	103	5′ 6″ gauge.
46,995	613,782	3,078	47,338	4,376	61,822	6,335	3,977	7	3′ 3⅜″ gauge.
			Number. 3,454				127	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			6,802				177	..	3′ 3⅜″ gauge.
			2,475				48	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			405				12	..	3′ 3⅜″ gauge.
			1,509				53	..	2′ 6″ and 2′ 0″ gauges.

in Equipment during the year 1935-36. [*For details, see Statement 11, pages 90—91 and Statement 35, page 215.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors	Classification
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	26
							Class I Railways.
150	9,956	104	9,087	62	—82	1	5′ 6″ gauge.
258	10,068	58	1,709	54	—136	..	3′ 3⅜″ gauge.
		Number. —13			—4	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		59			—4	..	3′ 3⅜″ gauge.
		12			—2	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		—2			..	..	3′ 3⅜″ gauge.
		60			12	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
150	9,956	104	9,087	62	—82	1	5′ 6″ gauge.
		Total Number. 427			—140	..	3′ 3⅜″ gauge.
		59			6	..	2′ 6″ and 2′ 0″ gauges.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*468,6*	460,1	*18,9*	17,2	*12,8*	12,6
2nd class . . . . . „	*5,059,2*	4,955,8	*200,5*	210,8	*26,7*	26,0
Inter class . . . . . „	*10,445,0*	10,573,0	*108,6*	76,5	*156,8*	172,1
3rd class . . . . . „	*469,646,1*	473,105,1	*27,049,0*	27,808,4	*9,551,4*	9,425,3
TOTAL (*a*) . „	*485,618,9*	489,094,0	*27,377,0*	28,112,9	*9,747,7*	9,636,0
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*80,515*	82,774	*931*	844	**325*	347
2nd class . . . . . „	*302,313*	323,620	*8,364*	9,266	**725*	763
Inter class . . . . . „	*500,798*	501,495	*3,915*	2,245	*2,257*	2,344
3rd class . . . . . „	*16,103,509*	16,445,405	*616,012*	637,105	**145,225*	147,910
TOTAL . „	*16,987,135*	17,353,294	*629,222*	649,460	**148,532*	151,364
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*171·7*	179·9	*49·3*	49·1	**25·4*	27·5
2nd class . . . . . „	*59·8*	65·3	*41·7*	43·9	**27·2*	29·3
Inter class . . . . . „	*47·9*	47·4	*36·0*	29·3	*14·4*	13·6
3rd class . . . . . „	*34·3*	34·8	*22·8*	22·9	**15·2*	15·7
TOTAL . „	*35·0*	35·5	*23·0*	23·1	**15·2*	15·7
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*75,58*	76,74	*1,01*	93	*24*	29
2nd class . . . . . „	*1,36,68*	1,40,77	*4,15*	4,39	*65*	64
Inter class . . . . . „	*1,10,12*	1,09,98	*1,12*	66	*68*	71
3rd class . . . . . „	*25,53,59*	25,67,47	*1,20,39*	1,22,51	*30,76*	30,59
TOTAL . „	*28,75,97*	28,94,96	*1,26,67*	1,28,49	*32,33*	32,23
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*18·0*	17·8	*20·8*	21·2	**14·2*	16·0
2nd class . . . . . „	*8·68*	8·35	*9·53*	9·10	**17·2*	16·1
Inter class . . . . . „	*4·22*	4·21	*5·49*	5·64	*5·78*	5·82
3rd class . . . . . „	*3·04*	3·00	*3·75*	3·69	**4·07*	3·97
TOTAL . „	*3·25*	3·20	*3·86*	3·80	**4·18*	4·09
6. Tons of goods carried (in thousands) (*b*) .	*107,347*	109,651	*4,581*	4,839	*1,017*	1,016
7. Net ton-miles (in thousands) . . .	*20,090,588*	20,295,579	*234,294*	230,757	**26,753*	27,348
8. Average miles a ton of goods was carried .	*187*	185	*51·1*	47·7	**26·3*	26·9
9. Earnings from goods carried (in thousands of rupees).	*62,54,81*	62,93,42	*1,60,57*	1,56,98	**19,15*	18,53
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	*5·98*	5·95	*13·2*	13·1	**13·7*	13·0

(*a*) }
(*b*) } See remarks on page 13.

* Revised figures.

[*For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.*]

Statistics for the years 1934-35 and 1935-36.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
339,6	333,8	*142,0*	136,8	*18,7*	19,3	*405,9*	384,4	1st class . . . No.
3,928,3	3,841,4	*1,265,0*	1,259,8	*93,1*	91,4	*4,818,0*	4,762,9	2nd class . . . ,,
9,045,0	9,139,5	*1,400,9*	1,408,7	*264,5*	273,4	*10,315,9*	10,468,6	Inter class . . ,,
299,187,0	302,482,6	*184,765,2*	185,394,6	*22,294,3*	22,461,6	*481,051,2*	488,075,4	3rd class . . . ,,
312,499,9	315,797,3	*187,573,1*	188,199,9	*22,670,6*	22,845,7	*496,591,0*	503,691,3	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)—
67,194	68,888	*13,958*	14,292	**619*	785	**81,771*	83,965	1st class . . . Miles.
236,875	249,069	*71,488*	81,475	**3,039*	3,105	**311,402*	333,649	2nd class . . . ,,
438,016	435,360	*63,426*	65,194	*5,528*	5,530	*506,970*	506,084	Inter class . . ,,
11,003,854	11,180,393	*5,463,791*	5,638,586	**397,101*	411,441	**16,864,746*	17,230,420	3rd class . . . ,,
11,745,939	11,933,710	*5,612,663*	5,799,547	**406,287*	420,861	**17,764,889*	18,154,118	TOTAL . ,,
								3. Average miles a passenger was carried—
197.6	206·4	*98·3*	104·5	**33·1*	40·7	**201·5*	218·4	1st class . . . Miles.
60·3	64·8	*56·5*	64·7	**32·6*	34·0	**64·6*	70·1	2nd class . . . ,,
48·4	47·6	*45·3*	46·3	*20·9*	20·2	*49·1*	48·3	Inter class . . . ,,
36·8	37·0	*29·6*	30·4	**17·8*	18·3	**35·1*	35·3	3rd class . . . ,,
37·6	37·8	*29·9*	30·8	**17·9*	18·4	**35·8*	36·0	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
61,77	62,46	*14,21*	14,61	*85*	89	*76,83*	77,96	1st class . . . Rs.
1,05,06	1,08,34	*34,21*	35,16	*2,21*	2,30	*1,41,48*	1,45,80	2nd class . . . ,,
95,77	94,99	*14,50*	14,63	*1,65*	1,73	*1,11,92*	1,11,35	Inter class . . ,,
17,16,96	17,30,44	*9,05,24*	9,07,82	*82,54*	82,31	*27,04,74*	27,20,57	3rd class . . . ,,
19,79,56	19,96,23	*9,68,16*	9,72,22	*87,25*	87,23	*30,34,97*	30,55,68	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·7	17.4	*19·5*	19·6	**26·4*	21·8	**18·0*	17·8	1st class . . . Pies.
8·52	8·53	*9·19*	8·29	**14·0*	14·2	**8·72*	8·39	2nd class. . . ,,
4·20	4·19	*4·39*	4·31	*5·73*	6·01	*4·24*	4·22	Inter class . . ,,
3·00	2·97	*3·18*	3·09	**3·99*	3·84	**3·08*	3·03	3rd class . . ,,
3·24	3·21	*3·31*	3·22	**4·12*	3·98	**3·28*	3·23	TOTAL . ,,
79,288	81,706	*30,379*	30,363	*3,278*	3,437	*84,503*	86,932	6. Tons of goods carried (in thousands) (*b*).
16,397,375	16,702,028	*3,823,592*	3,718,827	**130,668*	132,829	**20,351,635*	20,553,684	7. Net ton-miles (in thousands).
207	204	*125·9*	122·5	**39·9*	38·6	**240·8*	236·4	8. Average miles a ton of goods was carried.
46,86,19	47,74,82	*16,48,41*	15,93,44	**99,93*	1,00,67	**64,34,53*	64,68,93	9. Earnings from goods carried (in thousands of rupees).
5·49	5·49	*8·28*	8·23	**14·7*	14·6	**6·07*	6·04	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

* Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, ***by Classes and Gauges,*** *for the years 1934-35 and 1935-36.*

Class or Gauge.	Year.	Net earnings.			Working expenses.*			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1934-35*	*33,18,77*	*1·94*	*8,534*	*65,93,97*	*3·85*	*325*	*99,12,74*	*5·79*	*25,455*	*488*
	1935-36	33,81,62	1·94	8,682	66,37,41	3·79	326	1,00,19,03	5·73	25,703	492
Class II Railways	*1934-35*	*1,18,45*	*1·71*	*3,349*	*1,93,39*	*2·79*	*105*	*3,11,84*	*4·50*	*8,815*	*169*
	1935-36	1,10,36	1·54	3,085	1,98,66	2·77	106	3,09,02	4·31	8,635	165
§Class III Railways	*1934-35*	*‡14,62*	*0·58*	*‡1,223*	*‡42,69*	*‡1·70*	*69*	*57,31*	*2·29*	*4,795*	*92*
	1935-36	13,37	0·54	1,095	43,58	1·75	69	56,95	2·29	4,664	89
					By gauges.						
5′ 6″ Gauge	*1934-35*	*23,42,49*	*2·07*	*10,868*	*49,24,40*	*4·35*	*437*	*72,66,89*	*6·42*	*33,675*	*646*
	1935-36	24,99,99	2·16	11,589	49,22,60	4·25	436	74,22,59	6·42	34,362	657
3′ 3⅜″ Gauge	*1934-35*	*11,05,68*	*1·88*	*6,146*	*17,03,88*	*2·89*	*181*	*28,09,56*	*4·77*	*15,570*	*299*
	1935-36	10,04,00	1·67	5,548	17,51,18	2·90	185	27,55,18	4·57	15,219	291
§2′ 6″ and 2′ 0″ Gauges.	*1934-35*	*‡3,67*	*0·05*	*‡99*	*‡2,01,77*	*2·55*	*94*	*2,05,44*	*2·60*	*4,972*	*95*
	1935-36	1,36	0·02	33	2,05,87	2·60	95	2,07,23	2·62	4,987	95
					Total all railways.						
†Total	*1934-35*	*‡34,51,84*	*1·98*	*‡7,912*	*‡68,30,05*	*3·91*	*300*	*1,02,81,89*	*5·89*	*23,535*	*452*
	1935-36	35,05,35	1·98	8,056	68,79,65	3·85	300	1,03,85,00	5·82	23,714	454

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.
† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.
‡ Revised Figures.
§ Does not include Jessore-Jhenidah Railway (2′ 6″ gauge), figures for which are not available.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 222—226.*]

XII.—Summary of Train and Engine Mileage for the years 1934-35 and 1935-36. (In thousands of miles.)

Particulars.		Year.	Train Miles.				Shunting and other Engine Miles.			Total engine miles. (Cols. 6+9).
			‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	
1		2	3	4	5	6	7	8	9	10
					By classes of railways.					
Class I Railways	Steam	*1934-35*	*79,258*	*49,416*	*28,133*	*162,182*	*25,951*	*13,294*	*39,245*	*201,427*
		1935-36	81,457	50,298	29,087	165,882	26,068	13,898	39,966	205,848
	†Electric	*1934-35*	*1,561*	*559*	*Nil*	*2,171*	*155*	*317*	*472*	*2,643*
		1935-36	1,544	566	Nil	2,144	180	308	488	2,632
Class II Railways	Steam	*1934-35*	*1,582*	*846*	*4,394*	*6,928*	*1,290*	*145*	*1,435*	*8,363*
		1935-36	1,682	762	4,617	7,165	1,330	167	1,497	8,662
Class III Railways ‖	Steam	*1934-35*	*581*	*265*	*1,634*	*2,507*	*238*	*268*	*506*	*3,013*
		1935-36	542	163	1,746	2,486	238	245	483	2,969
					By gauges.					
5′ 6″ gauge	Steam	*1934-35*	*55,973*	*35,867*	*10,549*	*105,654*	*17,309*	*9,914*	*27,223*	*132,877*
		1935-36	57,203	37,070	10,831	108,057	17,648	10,695	28,343	136,400
	†Electric	*1934-35*	*1,561*	*559*	*Nil*	*2,171*	*155*	*317*	*472*	*2,643*
		1935-36	1,544	566	Nil	2,144	180	308	488	2,632
3′ 3¾″ gauge	Steam	*1934-35*	*23,783*	*13,465*	*18,735*	*58,074*	*9,128*	*3,343*	*12,471*	*70,545*
		1935-36	24,780	12,993	19,680	59,557	8,938	3,201	12,139	71,696
2′ 6″ and 2′ 0″ gauges ‖	Steam	*1934-35*	*1,665*	*1,195*	*4,877*	*7,889*	*1,042*	*450*	*1,492*	*9,381*
		1935-36	1,698	1,155	4,939	7,919	1,050	414	1,464	9,383
					Total all railways.					
Total	Steam	*1934-35*	*81,421*	*50,527*	*34,161*	*171,617*	*27,479*	*13,707*	*41,186*	*212,803*
		1935-36	83,681	51,223	35,450	175,533	27,636	14,310	41,946	217,479
	†Electric	*1934-35*	*1,561*	*559*	*Nil*	*2,171*	*155*	*317*	*472*	*2,643*
		1935-36	1,544	566	Nil	2,144	180	308	488	2,632

* Includes light, assisting required, assisting not required, siding and departmental.
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.
‖ The figures for Jessore-Jhenidah and Jorhat (Provincial) Railways have not been included as the information is not available.

*XIII.—Summary of Selected Operating Statistics of Class I Railways, by **Gauges**, for the year ended 31st March 1936.*

Particulars.			5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles—(In thousands)*			1,026,777	537,944	38,051
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,292,593	487,028	20,773
2·02 Total (excluding brake vans)			1,871,410	674,032	30,565
2·03 Percentage loaded of total			69·1	72·3	68·0
3.* Net or freight ton miles (In thousands)		Steam	16,080,205	3,352,483	73,335
		Electric‡	267,101	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	25,680,271	7,295,583	319,862
		Electric‡	719,304	..	..
	Including departmental	Steam	25,817,555	7,388,011	320,217
		Electric‡	719,548	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	38,593,029	8,172,885	268,521
		Electric‡	653,059	..	..
	Including departmental	Steam	40,062,771	8,677,341	286,384
		Electric‡	665,025	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			130	104	43
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			35·1	28·1	13·6
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			309	142	33
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·6	6·88	3·53
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	17·6	..	..
6·02 Branch lines			§	§	—
6·03 Total		Steam	§	§	..
		Electric‡	17·6	..	..
All Goods trains—					
6·04 Main lines		Steam	11·7	11·2	..
		Electric‡	14·5	..	..
6·05 Branch lines			10·7	11·1	..
6·06 Total		Steam	11·5	11·2	8·80
		Electric‡	14·5	..	—
7.* *Average train load*—					
Passenger—					
7·01 Number of vehicles		Steam	16	16	—
		Electric‡	18	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	400	226	—
		Electric‡	466	..	—
Goods—					
7·03 Main lines—Loaded wagons		Steam	35	33	..
		Electric‡	44	..	..
7·04 Main lines—Total		Steam	51	46	..
		Electric‡	54	..	—
7·05 Percentage loaded of total		Steam	69·4	72·3	..
		Electric‡	81·9	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Guages.
**Average train load*—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		24	22	..
7·07 Branch lines—Total.		38	31	..
7·08 Percentage loaded of total		64·8	70·5	..
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	393	171	45
	Electric‡	472	..	..
7·10 Gross weight (*including* weight of engine)	Steam	943	417	165
	Electric‡	1,149	..	..
7·11 Gross weight (*excluding* weight of engine)	Steam	823	353	116
	Electric‡	1,011	..	..
8.* *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·82	0·68	..
8·02 Goods and proportion of mixed		6·25	2·70	..
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·34	0·89	..
8·04 Goods and proportion of mixed		7·33	3·86	..
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		4·94	4·57	..
9·02 Goods and proportion of mixed		35·1	32·3	..
9·03 Wagon miles per shunting engine hour		641	533	..
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		221	178	..
10·02 Net* ton miles per engine hour (including departmental)		1,931	887	..
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,810	2,296	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,599	2,659	285
	Electric‡	65	..	..
11·02 Average total number on line	Steam	5,445	2,675	281
	Electric‡	65	..	..
11·03 Average number available for use	Steam	4,472	2,316	227
	Electric‡	55	..	..
11·04 Engine miles per day per engine on line (including departmental).	Steam	69	66	46
	Electric‡	111	..	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	13,870	6,435	1,493
	Electric‡	26,305	..	..
11·06 Net* ton miles per goods locomotive day in use	Steam	23,807	11,342	2,941
	Electric‡	37,420	..	..

* Excluding departmental.
‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		479,711	344,344	77,817
12·02 Passenger miles per route mile per annum		563,032	350,863	77,817
12·03 Net ton miles per running track mile per annum		671,388	230,710	35,197
12·04 Net ton miles per route mile per annum		788,001	235,077	35,197
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,703,912	1,054,309	273,596
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,173,555	1,074,266	273,596
12·07 Train miles per running track mile per day		12·1	9·68	4·93
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	270	116	16
	Electric‡	4	..	*Nil*
13·02 Percentage of item 13·01 to average number on line.	Steam	4·96	4·34	5·69
	Electric‡	6·15	(*a*) 8·25	*Nil*
In sheds and transportation workshops				
13·03 Number	Steam	689	242	36
	Electric‡	6	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total No. on line	Steam	12·7	9·05	12·8
	Electric‡	9·23	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages.		852	512	67
13·06 Other coaching vehicles		244	74	11
13·07 Percentage of item 13·05 to average total No. on line		9·15	7·02	7·68
13·08 Percentage of item 13·06 to average total No. on line		7·61	6·51	12·5
In sick lines and transportation Workshops—				
13·09 Passenger carriages		250	74	29
13·10 Other coaching vehicles		85	11	9
13·11 Percentage of item 13·09 to average total number on line		2·68	1·02	3·33
13·12 Percentage of item 13·10 to average total number on line		2·65	0·97	10·2
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons daily—				
In Mechanical Workshops—				
13·13 Number		2,183	630	30
13·14 Percentage of item 13·13 to average No. on line		1·51	0·98	0·50
In sick lines and transportation Workshops—				
13·15 Number		11,622	1,223	253
13·16 Percentage of item 13·15 to average number on line		8·05	1·90	4·19
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		36	87	..
13·18 Wagon—Number. (Monthly)		1,215	522	9

‡ Excluding Electric Multiple Unit Suburban trains.

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services*—			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	4,891,509	1,290,330	121,492
14·03 Wood	4,124	14,552	149
14·04 Oil fuel	39,858	9	33
14·05 Total‡ (in terms of coal)	4,965,628	1,296,168	121,611
14·06* Total net tons of coal consumed—Passenger and Mixed	2,077,656	740,178	80,398
14·07* Total net tons of coal consumed—Goods service	2,149,457	370,157	28,129
14·08* Total net tons of Shunting (including siding)	531,222	109,014	8,807
14·09 Total net tons of Departmental	171,109	57,132	3,160
14·10 Total tons of coal used on steam coaches	1,458	556	545
14·11 Total tons of coal used on Internal Combustion coaches	242	*Nil*	60
14·12 Total tons of coal used on Locomotives on other miscellaneous services	34,484	19,131	512
14·13 Total tons of coal used on all locomotive Services	4,965,628	1,296,168	121,611
14·14* Lbs. per engine mile (shunting including siding)	68·1	35·4	(*a*)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·15* Passenger and proportion of mixed	168·5	180·4	402·7
14·16* Goods and proportion of mixed	131·4	140·3	410·6
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,105,506	2,317,304	295,502 (*b*)
15·02 Total pints (Goods trains)	3,879,072	917,767	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·46	5·70	6·24 (*b*)
15·04 Pints per 100 engine miles (Goods)	8·95	6·65	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,860,288	1,533,035	(*a*)
15·06 Pints per 1,000 vehicle miles	1·58	1·16	(*a*)

* Excluding Departmental.
‡ 2½ tons of wood=1 ton of coal.
0·55 ton of oil fuel=1 ton of coal.
(*a*) Not published.
(*b*) Including departmental.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1.—Statement of Net Revenue Receipts of ***State-owned*** *Railways for the year 1935-36 and of the per*
Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1936.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden	..	30	..
2. Eastern Bengal	51,59,89	78,88	1·53
3. East Indian (including South Bihar)	1,47,26,41	6,97,95	4·74
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,12,92,24	4,78,15	4·23
5. North Western (Military)	34,00,68	—72,13	—2·12
6. Great Indian Peninsula	1,15,03,02	3,62,19	3·15
7. Coal Department	1,90,95	..	..
8. Burma	34,91,32	78,25	2·24
9. TOTAL	4,97,64,51	16,23,59	3·26
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,96,47	26,58	1·11
11. Bengal-Nagpur	77,75,05	2,64,63	3·40
12. Bezwada Extension including D. K. extension (N. S.)	45,55	5,19	11·39
13. Bombay, Baroda and Central India	73,74,05	4,95,48	6·72
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	1,11,78	16,43	14·70
15. Lucknow-Bareilly (R. & K.)	2,51,50	20,69	8·23
16. Madras and Southern Mahratta	53,26,73	2,53,25	4·75
17. South Indian	43,52,99	1,84,22	4·05
18. Travancore (British Section) (S. I.)	54,66		
19. Travancore (Indian State Section) (S. I.)	1,39,01		
20. Tirhoot (B. & N. W.)	10,00,23	81,46	8·14
21. Contribution to Depreciation Reserve Fund on account of Company worked lines and miscellaneous.	..	—2,24,88	..
22. TOTAL	2,88,28,02	11,23,05	3·90
Miscellaneous items.			
23. Abandoned Projects, etc.	32,26	..	..
24. Other miscellaneous items	2,77,24	..	..
25. Deduct—Interest during construction	..	..	..
26. TOTAL	3,09,50	..	..
27. ***Total Central***	7,89,02,03	27,46,64	3·48
Provincial.			
28 Assam (Jorhat)	13,22	..	..
29. United Provinces (Distillery siding)	1,39	..	..
30. ***Total Provincial***	14,61	..	..
31. ***Grand Total***	7,89,16,64	27,46,64	3·48

Note—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to revenue

centage of those figures on the Capital at Charge, on 31st March 1936 also of the net gain or loss to net Revenue Receipts. (*In thousands of rupees.*)

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	..	..	30	..	..	1. Aden.
..	1,96,92	1,96,92	..	1,18,04	—2·29	2. Eastern Bengal.
..	5,94,39	5,94,39	1,03,56	..	0·70	3. East Indian (including South Bihar).
..	4,53,75	4,53,75	24,40	..	0·22	4. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,37,52	1,37,52	..	2,09,65	—6·17	5. North Western (Military).
..	4,29,13	4,29,13	..	66,94	—0·58	6. Great Indian Peninsula.
..	8,78	8,78	..	8,78	—4·60	7. Coal Department.
..	1,46,72	1,46,72	..	68,47	—1·96	8. Burma.
..	19,67,21	19,67,21	..	3,43,62	—0·69	9. Total.
						State Lines worked by Companies or Indian States.
..	91,63	91,63	..	65,05	—2·71	10. Assam-Bengal.
..	3,30,80	3,30,80	..	66,17	—0·85	11. Bengal Nagpur.
..	1,91	1,91	3,28	..	7·20	12. Bezwada Extension including D. K. extension (N. S.).
14,79	2,78,22	2,93,01	2,02,47	..	2·75	13. Bombay, Baroda and Central India.
..	4,62	4,62	11,81	..	10·57	14. Jodhpur-Hyderabad (British Section) (Jodhpur).
1,20	9,40	10,60	10,09	..	4·01	15. Lucknow-Bareilly (R. & K.).
26,77	2,29,01	2,55,78	..	2,53	—0·05	16. Madras and Southern Mahratta
6,62	1,73,88	1,82,17	2,05	..	0·05	17. South Indian.
..	63					18. Travancore (British Section) (S. I).
..	1,04					19. Travancore (Indian State Section). (S. I).
1,57	37,55	39,12	42,34	..	4·23	20. Tirhoot (B. & N. W.).
..	..	..	..	2,24,88	..	21. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.
50,95	11,58,69	12,09,64	..	86,59	—0·30	22. Total.
						Miscellaneous items.
..	1,07	1,07	..	1,07	—3·32	23. Abandoned Projects, etc.
..	12,20	12,20	..	12,20	—4·40	24. Other miscellaneous items.
..	17	17	..	17	..	25. Deduct—Interest during construction.
..	13,10	13,10	..	13,10	—4·23	26. Total.
50,95	31,39,00	31,89,95	..	*4,43,31	—0·56	27. **Total Central.**
						Provincial.
..	44	44	..	44	—3·33	28. Assam (Jorhat).
..	7	7	..	7	—5·04	29. United Provinces (Distillery siding).
..	51	51	..	51	—3·49	30. **Total Provincial.**
50,95	31,39,51	31,90,46	..	4,43,82	—0·56	31. **Grand Total.**

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report

*The total loss (Central) for the year is:—

	Rs
Loss as per column 9 above	4,43,31
Deduct—Miscellaneous Railway Receipts	79,86
Government share of surplus profits from subsidized Companies	22,95
Add—Miscellaneous Railway expenditure	58,90
Net Loss	3,99,40

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ 1 *s.* 6 *d.* to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(*i*) Open lines.							
Aden	..	..	..	..	..	..	..
Eastern Bengal	..	5,28,82	5,65	53	31	17,14	23,63
East Indian (including South Bihar)	..	49,58,45	88,70	19,18	3,90	9,88	1,21,66
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—3,79	—38,50	45	—11,47	—53,31
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	56,27	—4,59	31	2,65	54,64
North Western (Military)	..	..	60	—3	17	*—6,62	—5,88
Coal Department	..	..	—4,75	..	..	—5	—4,80
Burma	..	..	31	—12,35	32	—57	—12,29
Total I (*i*)	..	1,16,56,81	1,42,99	—35,76	5,46	10,96	1,23,65
(*ii*) New Constructions							
Eastern Bengal	..	..	3,47	..	8	—19	3,36
East Indian	..	..		..	—74	—7	—73
Great Indian Peninsula	..	..	—14	..	—2	..	—16
North Western (Commercial)	..	..	6	..	11	4	21
North Western (Military)	..	..	..	..	..	..	..
Burma	..	..	4,57	..	—3,66	..	91
Total I (*ii*)	..	..	8,04	..	—4,23	—22	3,59
II.—State Lines worked by Companies or by Indian States.							
(*i*) Open Lines.							
†{ Assam-Bengal—I	..		6	..	..	..	6
†{ Assam-Bengal—II	..	..	10,29	5,79	..	6	16,14
Bengal-Nagpur	..	..	13,93	7,25	2	8,36	29,56
Bezwada Extension (N. S.)	..	..	6	..	..	..	6
Bombay, Baroda and Central India	..	19,40,92	14,91	6,12	66	—6,72	14,97
Total Companies' Lines (Open lines) Carried over	..	19,40,92	39,25	19,16	68	1,70	60,79

* Includes (1) Campbellpur Reserve —91, and (2) Frontier Railway Reserve —5,83.

† For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1936. (*In thousands of rupees.*)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(*i*) Open Lines.
..	..	..	..	..	..	Aden.
29,07,78	11,77,26	1,82,31	68,69	43,36,04	48,64,86	Eastern Bengal.
53,42,59	35,37,72	2,39,18	1,51,10	92,70,59	1,42,29,04	East Indian (including South Bihar).
47 91,59	15,01,42	1,76,40	1,15,17	65,84,58	1,14,94,52	Great Indian Peninsula (including Bhopal State).
69,50,86	23,57,89	3,38,27	1,47,29	97,94,31	1,10,53,91	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
26,61,60	4,87,56	1,77,55	(*c*) 73,97	34,00,68	34,00,68	North Western (Military).
1,84,46	..	..	6,49	1,90,95	1,90,95	Coal Department.
24,05,51	6,50,68	2,24,38	39,95	33,20,52	33.20,52	Burma.
2,52,44,39	97,12,53	13,38,09	6,02,66	3,68,97,67	4,85,54,48	Total I (*i*).
						(*ii*) New Constructions.
2,70,08	..	24,91	4	2,95,03	2,95,03	Eastern Bengal.
4,46,90	..	49,90	57	4,97,37	4,97,37	East Indian.
5,60	..	2,90	..	8,50	8,50	Great Indian Peninsula.
2,07,39	..	30,90	4	2,38,33	2,38,33	North-Western (Commercial).
..	..	..	..	..	..	North-Western (Military).
1,49,94	..	20,86	..	1,70,80	1,70,80	Burma.
10,79,91	..	1,29,47	65	12,10,03	12,10,03	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States.
						(*i*) Open Lines.
82,62	..	..	..	82,62	82,62	Assam Bengal—I. †
15,49,54	4,82,25	1,59,19	14,25	22,05,23	22,05,23	Assam Bengal—II. †
42,61,30	26,18,05	2,89,17	1,12,43	72,80,95	72,80,95	Bengal Nagpur.
16,87	..	1,17	..	18,04	18,04	Bezwada Extension (N. S.).
37,22,84	14,26,09	1,89,82	94,38	54,33,13	73,74,05	Bombay, Baroda and Central India.
						Total Companies' Lines (Open Lines).
96,33,17	45,26,39	6,39,35	2,21,06	1,50,19,97	1,69,60,89	Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(*c*) Includes (1) Campbellpur Reserve 14,72 and (2) Frontier Railway Reserve 48.91.

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ 1 *s.* 6 *d.* to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(*i*) Open lines.							
Aden	..	..	..	..	..	..	..
Eastern Bengal	..	5,28,82	5,65	53	31	17,14	23,63
East Indian (including South Bihar)	..	49,58,45	88,70	19,18	3,90	9,88	1,21,66
Great Indian Peninsula (including Bhopal State).	..	49,09,94	—3,79	—38,50	45	—11,47	—53,31
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	56,27	—4,59	31	2,65	54,64
North Western (Military)	..	..	60	—3	17	*—6,62	—5,88
Coal Department	..	..	—4,75	..	..	—5	—4,80
Burma	..	..	31	—12,35	32	—57	—12,29
Total I (*i*)	..	1,16,56,81	1,42,99	—35,76	5,46	10,96	1,23,65
(*ii*) New Constructions							
Eastern Bengal	..	..	3,47	..	8	—19	3,36
East Indian	..	..		..	—74	—7	—73
Great Indian Peninsula	..	..	—14	..	—2	..	—16
North Western (Commercial)	..	..	6	..	11	4	21
North Western (Military)	..	..	..	..	..	..	..
Burma	..	..	4,57	..	—3,66	..	91
Total I (*ii*)	..	..	8,04	..	—4,23	—22	3,59
II.—State Lines worked by Companies or by Indian States.							
(*i*) Open Lines.							
†{ Assam-Bengal—I	..		6	..	..	..	6
†{ Assam-Bengal—II	..	..	10,29	5,79	..	6	16,14
Bengal-Nagpur	..	..	13,93	7,25	2	8,36	29,56
Bezwada Extension (N. S.)	..	..	6	..	..	..	6
Bombay, Baroda and Central India	..	19,40,92	14,91	6,12	66	—6,72	14,97
Total Companies' Lines (Open lines) Carried over	..	19,40,92	39,25	19,16	68	1,70	60,79

* Includes (1) Campbellpur Reserve —91, and (2) Frontier Railway Reserve —5,83.

† For purposes of accounting, the capital is shown in two parts in terms of the contract, with the Secretary of State dated the 26th April, 1892.

Railways on the 31st March 1936. *(In thousands of rupees.)*

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(i) Open Lines.
..	..	..	..	..	..	Aden.
29,07,78	11,77,26	1,82,31	68,69	43,36,04	48,64,86	Eastern Bengal.
53,42,59	35,37,72	2,39,18	1,51,10	92,70,59	1,42,29,04	East Indian (including South Bihar).
47 91,59	15,01,42	1,76,40	1,15,17	65,84,58	1,14,94,52	Great Indian Peninsula (including Bhopal State).
69,50,86	23,57,89	3,38,27	1,47,29	97,94,31	1,10,53,91	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
26,61,60	4,87,56	1,77,55	(c) 73,97	34,00,68	34,00,68	North Western (Military).
1,84,46	..	..	6,49	1,90,95	1,90,95	Coal Department.
24,05,51	6,50,68	2,24,38	39,95	33,20,52	33,20,52	Burma.
2,52,44,39	97,12,53	13,38,09	6,02,66	3,68,97,67	4,85,54,48	Total I (i).
						(ii) New Constructions.
2,70,08	..	24,91	4	2,95,03	2,95,03	Eastern Bengal.
4,46,90	..	49,90	57	4,97,37	4,97,37	East Indian.
5,60	..	2,90	..	8,50	8,50	Great Indian Peninsula.
2,07,39	..	30,90	4	2,38,33	2,38,33	North-Western (Commercial).
..	..	..	..	..	..	North-Western (Military).
1,49,94	..	20,86	..	1,70,80	1,70,80	Burma.
10,79,91	..	1,29,47	65	12,10,03	12,10,03	Total I (ii).
						II.—State Lines worked by Companies or by Indian States.
						(i) Open Lines.
82,62	..	..	..	82,62	82,62	Assam Bengal—I. †
15,49,54	4,82,25	1,59,19	14,25	22,05,23	22,05,23	Assam Bengal—II. †
42,61,30	26,18,05	2,89,17	1,12,43	72,80,95	72,80,95	Bengal Nagpur.
16,87	..	1,17	..	18,04	18,04	Bezwada Extension (N. S.).
37,22,84	14,26,09	1,89,82	94,38	54,33,13	73,74,05	Bombay, Baroda and Central India.
						Total Companies' Lines (Open Lines).
96,33,17	45,26,39	6,39,35	2,21,06	1,50,19,97	1,69,60,89	Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 14,72 and (2) Frontier Railway Reserve 48.91.

(*In thousands of rupees.*) 2 (*a*).—*Statement of Capital at Charge of* ***State-owned*** *Railways*

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1*s.* 6*d.* to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	19,40,92	39,25	19,16	68	1,70	60,79
Jodhpur	..	..	2,11	..	..	1	2,12
Lucknow-Bareilly (R. & K.)	..	..	1,78	1,88	—2	—45	3,19
Madras and Southern Mahratta (excluding Mysore State).	..	17,47,74	9,51	4,83	55	6,44	21,33
Dhone-Kurnool. (N. S.)	..	..	4	..	..	..	4
South Indian	..	7,63,49	19,77	8,24	—12,52	—36	15,13
Coonoor-Ootacamund (S. I.)	..	..	..	..	..	..	..
Travancore (British Section) (S. I.)	..	..	5	..	..	..	5
Travancore (Indian State Section) (S. I.).	..	..	5	—1	..	..	
Tirhoot (B. & N. W.)	..	..	—6,06	6,64	..	2,45	3,03
Mashrak-Thawe Extension	..	..	12	..	..	..	12
Total II (*i*)	..	44,52,15	66,62	40,74	—11,31	9,79	1,05,84
II (*ii*)—*New Constructions.*							
†{Assam Bengal I	..	..	..	..	..	..	..
†{Assam Bengal II	..	..	11,45	..	2,90	30	14,65
Bengal Nagpur	..	..	9	..	—2	..	7
Jodhpur	..	..	7,69	..	38	..	8,07
Madras and Southern-Mahratta	..	..	..	..	..	..	..
South Indian	..	..	2,31	..	34	3	2,68
Tirhcot (Mashrak-Thawe Extension)	..	..	..	..	..	..	..
Total II (*ii*)	..	..	21,54	..	3,60	33	25,47
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	..	..	—81	..	—81
Total III	..	..	..	..	—81	..	—81
Total Central I (*i*)—III	..	1,61,08,96	2,39,19	4,98	—7,29	20,86	2,57,74
IV.—Provincial.							
Assam (Jorhat)	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Total IV.—Provincial	..	..	..	..	..	..	..
Grand Total I (*i*)—IV	..	1,61,08,96	2,39,19	4,98	—7,29	20,86	2,57,74

† For purposes of accounting the capital is shown in two parts, in terms of the contract with the Secretary of State, dated the 26th April 1892.

on the 31st March 1936—concld. (*In thousands of rupees.*)

Capital outlay to end of financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
96,33,17	45,26,39	6,39,35	2,21,06	1,50,19,97	1,69,60,89	Total Companies' Lines (Open Lines)—Brought forward.
86,63	..	3,08	8	89,79	89,79	Jodhpur.
1,64,52	73,56	8,87	4,55	2,51,50	2,51,50	Lucknow-Bareilly (R. & K.).
21,81,30	9,85,94	1,51,95	54,45	33,73,64	51,21,38	Madras and Southern Mahratta (excluding Mysore State).
25,19	..	2,32	..	27,51	27,51	Dhone-Kurnool (N. S.).
17,39,82	8,22,05	1,23,11	50,54	27,35,52	34,99,01	South Indian.
29,97	19,10	3,30	..	52,37	52,37	Coonoor-Ootacamund (S. I.).
43,02	6,40	5,24	..	54,66	54,66	Travancore (British Section) (S. I.).
99,79	25,63	13,59	..	1,39,01	1,39,01	Travancore (Indian State Section)—(S. I.).
3,69,92	5,16,76	48,95	41,03	9,76,66	9,76,66	Tirhoot (B. & N. W.).
18,36	2,99	2,22	..	23,57	23,57	Mashrak-Thawe Extension.
1,43,91,69	69,78,82	10,01,98	3,71,71	2,27,44,20	2,71,96,35	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
14,55	..	..	..	14,55	14,55	Assam Bengal I. †
84,31	..	9,46	30	94,07	94,07	Assam Bengal II. †
4,37,99	..	56,11	..	4,94,10	4,94,10	Bengal Nagpur.
21,23	..	76	..	21,99	21,99	Jodhpur.
1,88,49	..	16,86	..	2,05,35	2,05,35	Madras and Southern Mahratta.
7,39,24	..	62,34	3	8,01,61	8,01,61	South Indian.
..	..	..	..	..	..	Tirhoot (Mashrak-Thawe Extension).
14,85,81	..	1,45,53	33	16,31,67	16,31,67	TOTAL II (*ii*).
						III.—Miscellaneous Items.
32,26	..	..	..	(*c*) 32,26	32,26	Abandoned Projects, etc.
2,43,39	..	(*d*) 33,85	..	2,77,24	2,77,24	Controller of Railway Accounts—Account Current.
2,75,65	..	33,85	..	3,09,50	3,09,50	TOTAL III.
4,24,77,45	1,66,91,35	26,48,92	9,75,35	6,27,93,07	7,89,02,03	Total Central I (*i*)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	TOTAL IV.—Provincial.
4,24,86,27	1,66,96,05	26,49,33	9,76,03	6,28,07,68	7,89,16,64	GRAND TOTAL I (*i*)—IV.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(*c*) Distribution over minor heads is not available.

(*d*) Includes 34,84 on account of investment in share of Branch Line Companies.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES						
(A) Worked by the Branch						
OPEN LINES						
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bankura-Damodar River	,,	1	—2	*Nil*	—5	—6
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	7	7
Futwah-Islampur	,,	6	*Nil*	*Nil*	1	7
Kalighat-Falta	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(A)	..	7	—2	*Nil*	3	8
(B) Worked by the						
OPEN LINES						
Hardwar-Dehra (E. I.)	5′ 6″	34	*Nil*	18	*Nil*	52
Chaparmukh-Silghat (A. B.)	3′ 3⅜″	—23	*Nil*	*Nil*	*Nil*	—23
Katakhal Lalabazar (A. B.)	,,	1	*Nil*	*Nil*	*Nil*	1
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	12	*Nil*	18	*Nil*	30
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES						
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	12	*Nil*	*Nil*	*Nil*	12
Phagwara-Rahon (N. W.)	,,	6	*Nil*	*Nil*	*Nil*	6
Mandra-Bhaun (N. W.)	,,	8	*Nil*	*Nil*	*Nil*	8
Sara-Sirajganj (E. B.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Sialkot-Narowal (N. W.)	,,	22	*Nil*	8	*Nil*	30
Tapti Valley (B., B. & C. I.)	,,	14	*Nil*	3	*Nil*	17
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	3	*Nil*	*Nil*	*Nil*	3
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	1	2	*Nil*	*Nil*	3
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Khulna Bagerhat (E. B.)	,,	*Nil*	9	*Nil*	*Nil*	9
Larkana-Jacobabad (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Mayurbhanj (B. N.)	,,	*Nil*	3	*Nil*	*Nil*	3
Nadiad Kapadvanj (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	7	*Nil*	*Nil*	*Nil*	7
TOTAL (2)	..	78	14	11	*Nil*	1,03

year 1935-36 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
line Company.					OPEN LINES.
16,27	2,38	2,06	2	20,73	Ahmadpur-Katwa.
30,03	5,61	3,90	47	40,01	Bankura-Damodar River.
14,48	3,64	1,71	57	20,40	Burdwan-Katwa.
16,77	2,70	*Nil*	4	19,51	Futwah-Islampur.
15,06	6,98	1,64	45	24,13	Kalighat-Falta.
92,61	21,31	9,31	1,55	1,24,78	TOTAL 1-(A).
Main Line.					OPEN LINES.
31,01	*Nil*	4,59	*Nil*	35,60	Hardwar-Dehra (E. I.).
33,30	*Nil*	1,72	*Nil*	35,02	Chaparmukh-Silghat (A. B.).
15,80	*Nil*	1,39	*Nil*	17,19*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
82,12	1,17	7,89	*Nil*	91,18	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
					Hoshiarpur-Doab (N. W.)—
33,65	*Nil*	2,77	*Nil*	36,42	Jullundur-Mukerian (N. W.).
26,35	*Nil*	2,40	*Nil*	28,75	Phagwara-Rahon (N. W.).
23,85	*Nil*	3,13	*Nil*	26,98	Mandra-Bhaun (N. W.).
92,28	*Nil*	5,83	*Nil*	98,11	Sara-Sirajganj (E. B.).
28,94	*Nil*	2,55	*Nil*	31,49	Sialkot-Narowal (N. W.).
1,26,11	*Nil*	10,99	*Nil*	1,37,10	Tapti Valley (B., B. & C. I.).
33,99	3	4,04	*Nil*	38,06	Ahmedabad-Parantij (B., B. & C. I.).
11,28	6,38	3,43	*Nil*	21,09	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I. P.).
59,65	18,87	15,09	*Nil*	93,61	Ellichpur-Yeotmal (including Pulgaon Arvi railway) (G. I. P.).
8,94	1,80	3,42	*Nil*	14,16	Godhra-Lunavada (B., B. & C. I.).
17,50	5,31	1,67	*Nil*	24,48	Jacobabad-Kashmor (N. W.).
6,72	1,52	78	*Nil*	9,02	Khulna-Bagerhat (E. B.).
20,32	6,75	3,54	*Nil*	30,61	Larkana-Jacobabad (N. W.).
24,12	61	*Nil*	*Nil*	24,73	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad Kapadvanj (B., B. & C. I.).
12,04	2,02	3,77	*Nil*	17,83	Pachora-Jamner (G. I. P.).
41,71†	6,67†	9,63†	*Nil*	58,01	Darjeeling-Himalayan Extensions.
5,84,71	57,03	77,61	*Nil*	7,19,35	TOTAL (2).

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

† The difference is sub-head figures is due to redistribution of expenditure according to revised classification.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	10	*Nil*	*Nil*	*Nil*	10
Mymensingh-Bhairab Bazar (A. B.)	,,	46	*Nil*	*Nil*	*Nil*	46
TOTAL (3)	..	56	*Nil*	*Nil*	*Nil*	56
4. COMPANIES' LINES SUBSIDIZED BY THE						
OPEN LINES.						
Bengal and North-Western	3′ 3⅜″	4,31	8,79	—1	4	13,13
Bengal Dooars Extensions*	,,	37	3	*Nil*	—25	15
Mirpur Khas-Khadro* (Jodhpur)	,,	32	*Nil*	*Nil*	*Nil*	32
Rohilkund and Kumaon	,,	1,34	1,32	*Nil*	*Nil*	2,66
Barsi Light*	2′ 6″	14	—52	2	—11	—47
Dehri-Rohtas Light	,,	5	*Nil*	*Nil*	—7	—2
Shahdara (Delhi)-Saharanpur Light*	,,	13	2	*Nil*	18	33
Matheran Light*	2′ 0″	*Nil*	10	*Nil*	*Nil*	10
TOTAL (4)	..	6,66	9,74	1	—21	16,20
5. COMPANIES' LINES SUBSIDIZED						
OPEN LINES.						
Dibru-Sadiya	3′ 3⅜″	11	..	..	..	11
Darjeeling-Himalayan	2′ 0″	*Nil*	*Nil*	*Nil*	—27	—27
TOTAL (5)	..	11	*Nil*	*Nil*	—27	—16
OPEN LINES.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—5	—5
Jessore Jhenidah	,,					Figures not
Parlakimedi Light (B. N.)	,,	15	15	*Nil*	*Nil*	30
Tezpore Balipara Light§	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light.	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (6)	..	15	15	*Nil*	—5	25

* Receives land only from Government.

§ This line having ceased to be subsidized by the District Board has been shown under "6. Unassisted Companies Lines" instead of under "8. Companies' lines subsidized by District Board".

year 1935-36 of ***other than State-owned*** *Railways*—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
					Open Lines.
GUARANTEE AND REBATE TERMS.					
60,85	2,96	2,56	2,00	68,37	Jamnagar-Dwarka.
1,16,85	*Nil*	7,00	*Nil*	1,23,85	Mymensingh-Bhairab Bazar (A. B.).
1,77,70	2,96	9,56	2,00	1,92,22	Total (3).
GOVERNMENT OF INDIA.					
					Open Lines.
8,29,14‡	2,71,54	91,76	5,95	11,98,39	Bengal and North-Western.
93,60	16,18	8,61	3,18	1,21,57	Bengal Dooars Extensions.*
8,90	*Nil*	58	*Nil*	9,48	Mirpur Khas- Khadro* (Jodhpur).
1,34,28	57,97	12,94	*Nil*	2,05,19	Rohilkund and Kumaon.
1,27,59	48,66	7,99	1,80	1,86,04	Barsi Light.*
7,66	3,85	41	56	12,48	Dehri-Rohtas Light.
35,72	14,01	*Nil*	1,28	51,01	Shahdara (Delhi)-Saharanpur Light.*
11,95	42	7	*Nil*	12,44†	Matheran Light.*
12,48,84	4,12,63	1,22,36	12,77	17,96,60	Total (4).
					Open Lines.
BY LOCAL GOVERNMENTS.					
74,18	59,88	18,18	1,50	1,53,74	Dibru-Sadiya.
32,57	12,50	2,90	2,33	50,30	Darjeeling-Himalayan.
1,06,75	72,38	21,08	3,83	2,04,04	Total (5).
COMPANIES' LINES.					Open Lines.
16,94	*Nil*	*Nil*	*Nil*	16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	18	11,75	Bengal Provincial.
available.					Jessore Jhenidah.
18,34	5,31	2,16	*Nil*	25,81	Parlakimedi Light (B. N.).
3,20	1,60	7	*Nil*	4,87	Tezpore Balipara Light.§
62	39	12	*Nil*	1,13	Jagadhri Light.
3,38	2,13	3	*Nil*	5,54	Kulasekarapatnam Light.
39	70	9	*Nil*	1,18	Trivellore Light.
51,67	12,89	2,48	18	67,22	Total (6).

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	1	*Nil*	*Nil*	*Nil*	1
Bezwada-Masulipatam (M. & S. M.)	3′ 3⅜″	50	*Nil*	1	*Nil*	51
Podanur-Pollachi (S. I.)	,,	—1	—1,74	*Nil*	*Nil*	—1,75
Tinnevelly-Tiruchendur (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (7)	..	50	—1,74	1	*Nil*	—1,23
8. COMPANIES' LINES SUBSIDIZED BY						
Open Lines.						
Bengal Dooars	3′ 3⅜″	77	*Nil*	2	*Nil*	79
Arrah-Sasaram Light	2′ 6″	10	21	*Nil*	6	37
Baraset-Basirhat Light	,,	19	9	*Nil*	1	29
Bukhtiarpur-Bihar Light	,,	*Nil*	23	*Nil*	—5	18
Howrah-Amta Light	2′ 0″	13	5	*Nil*	88	106
Howrah Sheakhala Light	,,	*Nil*	15	*Nil*	14	29
Total (8)	..	1,19	73	2	1,04	2,98

1935-36 of other than State-owned Railways (In thousands of rupees.)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,83	*Nil*	1,14	*Nil*	15,97	Tenali-Repalle (M. & S. M.).
23,15	*Nil*	1,60	*Nil*	24,75	Bezwada-Masulipatam (M. & S. M.)
8,86	5,12	1,26	*Nil*	15,24	Podanur-Pollachi (S. I.).
24,56	*Nil*	2,49	*Nil*	27,05	Tinnevelly-Tiruchendur (S. I.).
71,40	5,12	6,49	*Nil*	83,01	TOTAL (7)
DISTRICT BOARDS.					OPEN LINES.
33,94	7,36	2,59	*Nil*	43,89	Bengal Dooars.
18,79	6,56	*Nil*	22	25,57	Arrah-Sasaram Light.
19,38	6,43	*Nil*	25	26,06	Baraset-Basirhat Light.
10,55	4,68	*Nil*	8	15,31	Bukhtiarpur-Bihar Light.
18,23	12,00	*Nil*	1,64	31,87	Howrah-Amta Light.
4,99	3,16	*Nil*	41	8,56	Howrah Sheakhala Light.
1,05,88	40,19	2,59	2,60	1,51,26	TOTAL (8).

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						2. INDIAN STATE LINES WORKED
(*a*) OPEN LINES.						
Nizam's State †	5′ 6″	5,11	65	8	—1,94	3,90
Bhavnagar State	3′ 3⅜″	1,00	1,46	*Nil*	—52	1,94
Bikaner State	,,	99	—27	*Nil*	—3	69
Gaekwar's Baroda State (Mehsana)	,,	61	3,31	*Nil*	*Nil*	3,92
Gondal	,,	3,59	56	1	8	4,24
Jetalsar-Rajkot (Gondal)	,,	20	*Nil*	*Nil*	—20	*Nil*
Jodhpur	,,	24	5,07	*Nil*	28	5,59
Junagad State	,,	2,96	1,91	20	3,58	8,65
Morvi	,,	2,00	1,53	*Nil*	—25	3,28
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu-Anandapuram).	,,	3,50	3,18	5	—67	6,06
Porbandar State	,,	—49	29	*Nil*	—17	—37
Udaipur-Chitorgarh	,,	7,19	1,12	16	—30	8,17
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	18	47	*Nil*	1,96	2,61
Dholpur State*	,,	7	2	*Nil*	*Nil*	9
Gaekwar's Baroda State	,,	—8	—45	*Nil*	43	—10
Kolar District	,,	*Nil*	3	*Nil*	*Nil*	3
Gwalior Light	2′ 0″	6	*Nil*	*Nil*	*Nil*	6
Tarikere-Narasimharajapura Light (Mysore)	,,	3	21	*Nil*	*Nil*	24
TOTAL (*a*)	..	27,16	19,09	50	2,25	49,00
(*b*) LINES UNDER CONSTRUCTION.						
Tabsil Bhadra to Sadulpur (Bikaner State)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Anandapuram to Sagra (Mysore)	,,	54	*Nil*	8	*Nil*	62
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	3,26	*Nil*	11	*Nil*	3,37
Sasan to Visavadar (Junagad)	,,	33	*Nil*	2	*Nil*	35
Prachi Road to Kodinar (Gaekwar's Baroda State)	,,	1,09	*Nil*	4	*Nil*	1,13
Dholpur to Rajakhera (Dholpur-State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (*b*)	..	5,22	*Nil*	25	*Nil*	5,47
TOTAL (9) [=*a*+*b*]	..	32,38	19,09	75	2,25	54,47

*The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1935-36 of ***other than State-owned*** *Railways* (*In thousands of rupees.*)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) OPEN LINES.
10,36,77	2,83,51	92,16	24,64	§ 14,37,08	Nizam's State.†
1,59,27	70,05	7,51	4,55	2,41,38	Bhavnagar State.
2,63,27	90,46	5,64	5,23	3,64,60	Bikaner State.
1,40,32	24,37	11,00	*Nil*	1,75,69	Gaekwar's Baroda State (Mehsana).
71,68	34,72	2,49	3,51	1,12,40	Gondal.
27,67	*Nil*	90	—5	28,52	Jetalsar-Rajkot (Gondal).
2,26,24	1,72,72	1,83	9,21	4,10,00	Jodhpur.
1,05,03	30,39	4,40	9,31	1,49,13	Junagad State.
68,64	36,35	2,23	2,34	1,09,56	Morvi.
††2,29,49	††83,65	††20,16	††4,74	††3,38,04	Mysore (including Birur-Shimoga Chickjajur-Chitaldrug, Mysore Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar, Shimoga-Arsalu Sections and Arsalu—Anandapuram).
14,35	11,77	1,06	1,12	28,30	Porbandar State.
98,43	18,17	4,78	63	1,22,01	Udaipur-Chitorgarh.
9,37	*Nil*	1,19	*Nil*	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
15,91	3,39	2,08	1,96	23,34	Cutch State.
11,58	4,38	51	*Nil*	16,47	Dholpur State.*
2,23,26	55,74	20,92	6,95	3,06,87	Gaekwar's Baroda State.
14,47	11,46	1,50	17	27,60	Kolar District.
1,01,40	15,22	6,01	*Nil*	1,22,63	Gwalior Light.
9,21	3,16	76	—2	13,11	Tarikere-Narasimharajapura Light (Mysore).
28,26,36	9,49,51	1,87,13	74,29	40,37,29	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
71	*Nil*	*Nil*	*Nil*	71	Tahsil Bhadra to Sadulpur (Bikaner State).
54	*Nil*	8	*Nil*	62	Anandapuram to Sagra (Mysore).
56,53	*Nil*	1,80	*Nil*	58,33	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
60	*Nil*	2	*Nil*	62	Sasan to Visavadar (Junagad).
2,25	*Nil*	5	*Nil*	2,30	Prachi Road to Kodinar (Gaekwar's Baroda State).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State)
61,50	*Nil*	2,02	*Nil*	63,52	TOTAL (*b*).
28,87,86	9,49,51	1,89,15	74,29	41,00,81	TOTAL (*y*)[=*a* + *b*].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

†† Includes the outlay on Arsalu-Anandapuram Construction shown last year under "lines under construction". Taken under open lines this year as the line has been opened for traffic.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	13	*Nil*	*Nil*	*Nil*	13
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Bina-Goona-Baran (G. I. P.)	,,	1	*Nil*	*Nil*	*Nil*	1
Jammu and Kashmir (Indian State section) (N.W.)	,,	11	*Nil*	*Nil*	*Nil*	11
Jind-Panipat (Indian State section) (N. W.) .	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolar Gold Fields (M. & S. M.) . . .	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ludhiana-Dhuri-Jakhal (N. W.) . . .	,,	7	*Nil*	*Nil*	*Nil*	7
Nagda-Ujjain (B. B. & C. I.)	,,	8	*Nil*	*Nil*	*Nil*	8
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	,,	5	*Nil*	*Nil*	*Nil*	5
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpura-Bhatinda (N. W.)	,,	11	*Nil*	*Nil*	*Nil*	11
Shoranur-Cochin (S. I.)	,,	—1,10	63	—83	4	—126
Sirhind Rupar (N. W.)‡	,,	3	*Nil*	*Nil*	*Nil*	3
Bangalore-Harihar (M. & S. M.) . . .	3′ 3⅜″	93	18	*Nil*	16	1,27
Cooch Behar State (E. B.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jaipur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar Dwarka) . . .	,,	*Nil*	—29	*Nil*	*Nil*	—29
Palanpur-Deesa (B. B. & C. I.) . . .	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	—4	*Nil*	—6	*Nil*	—10
Jamnagar (Jamnagar Dwarka) . . .	,,	—1	—2	*Nil*	*Nil*	—3
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Piplod Devgad Baria (B. B. & C. I.) . .	,,	4	*Nil*	*Nil*	*Nil*	4
Rajpipla State (B. B & C. I.)†. . . .	,,	2	24	*Nil*	*Nil*	26
TOTAL (10) . .	..	41	74	—89	20	46

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

‡ Includes expenditure incurred by the Patiala Durbar.

†Includes the Jhagadia Netrang Ry. The Durhar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

1935-36 of other than State-owned Railways (In thousands of rupees.)--contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					OPEN LINES.
81,26	*Nil*	12,30	*Nil*	93,56	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,11	*Nil*	6,96	*Nil*	82,07	Bhopal Ujjain (G. I.'P),
93,75	18	8,24	*Nil*	1,02,17	Bina-Goona-Baran (G. I. P.).
10,95	*Nil*	60	*Nil*	11,55	Jammu and Kashmir (Indian State section). (N. W.).
15,83	*Nil*	1,73	*Nil*	17,56	Jind-Panipat (Indian State section) (N. W.).
13,48	*Nil*	88	*Nil*	14,36	Khanpur-Chachran (N. W.).
11,84	*Nil*	64	*Nil*	12,48	Kolar Gold Fields (M. & S. M.)
47,29	*Nil*	2,29	*Nil*	49,58	Ludhiana-Dhuri-Jakhal (N. W.).
21,09	*Nil*	1,72	*Nil*	22,81	Nagda-Ujjain (B. B. & C. I.)
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.).
9,02	*Nil*	32	*Nil*	9,34	Petlad-Cambay (T. pur-Caby. sec.) (B. B & C. I.).
76,95	*Nil*	2,69	*Nil*	79,64	Rajpura-Bhatinda (N. W.).
92,35	63	11,47	37	1,04,82	Shoranur-Cochin (S. I.).
29,53	*Nil*	2,08	*Nil*	31,61	Sirhind Rupar (N. W.).‡
1,18,69	53,98	5,52	2,24	1,80,43	Bangalore-Harihar (M. & S. M.).
19,77	1,03	94	*Nil*	21,74	Cooch Behar State (E. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
24,52	*Nil*	1,44	*Nil*	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
72,93	*Nil*	3,39	30	76,62	Jaipur State (B. B. & C. I.).
22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
25,73	11,99	2,04	1,00	40,76	Okhamandal (Jamnagar Dwarka).
5,80	*Nil*	15	*Nil*	5,95	Palanpur-Deesa (B. B. & C. I.).
66,21	5,76	8,28	*Nil*	80,25	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
30,22	16,75	95	2,00	49,92	Jamnagar (Jamnagar Dwarka).
1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
5,82	3,29	66	*Nil*	9,77	Piplod Devgad Baria (B. B. & C. I.).
14,71	3,31	1,19	*Nil*	19,21	†Rajpipla State (B. B. & C. I.).
10,65,26	96,96	79,29	6,01	12,47,52	TOTAL (10).

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
Open Lines.						
Bangalore-Chick Ballapur Light (Mysore)	2′ 6″	*Nil*	1	*Nil*	*Nil*	1
Total (11)	..	*Nil*	1	*Nil*	*Nil*	1
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pondicherry (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
West of India Portuguese (M. & S. M.)	,,	‡54	..	..	..	54
Total (12)	..	54	*Nil*	*Nil*	*Nil*	54
13. Total (1) to (12).	..	43,47	28,84	19	2,99	75,49
4. Miscellaneous	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total	..	43,47	28,84	19	2,99	75,49

‡ Represents total figure, the details being not available.

1935-36 of ***other than State-owned*** *Railways* (*In thousands of rupees*)—concld.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,43	5,95	1,76	*Nil*	16,14	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,95	1,76	*Nil*	16,14	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,37	*Nil*	36	*Nil*	5,73	Pondicherry (S. I.).
‡2,26,19	..	..	..	2,26,19	West of India Portugusee (M. & S. M.).
2,37,69	*Nil*	1,50	*Nil*	2,39,19	TOTAL (12).
67,20,92	16,78,10	5,31,07	1,03,23	90,33,32	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	**14. Miscellaneous.**
67,29,15	16,78,10	5,31,71	1,03,23	90,42,19	**15. Grand Total.**

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

HICRAccts.

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines. Earnings.	Suspense.	Total (Cols. 2 and 3).	Deduct Refunds.	Gross receipts (Cols. 4—5).	Working For the Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7	8	9
STATE LINES WORKED BY THE STATE.								
Aden	..	..	..	..	..	39	..	..
East Indian	18,86,51	—4	18,86,47	14	18,86,33	9,40,13	1,84,43	2,40,18
Eastern Bengal	5,44,53	—11	5,44,42	53	5,43,89	3,71,73	1,27,51	85,17
North Western	16,50,05	—10,84	16,39,21	4,09	16,35,12	9,57,58	1,94,64	2,44,74
Great Indian Peninsula	13,22,60	—9,78	13,12,82	2,96	13,09,86	7,20,47	1,13,32	2,02,09
Burma	3,62,03	82	3,62,85	52	3,62,33	2,24,98	26,52	58,38
TOTAL	57,65,72	—19,95	57,45,77	8,24	57,37,53	32,15,28	6,46,42	8,30,56
STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.								
Assam-Bengal	1,71,94	17	1,72,11	20	1,71,91	1,19,27	20,27	..
Bengal-Nagpur	8,76,11	48	8,76,59	50	8,76,09	5,52,93	56,87	..
Bezwada Extension and Dhone Kurnool	11,81	..	11,81	2	11,79	6,59	1	..
Bombay, Baroda and Central India	11,97,15	—9,47	11,87,68	2,17	11,85,51	5,83,57	79,72	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	38,16	2,73	40,89	8	40,81	20,43	2,71	..
Lucknow-Bareilly (R. & K.)	70,58	19	70,77	21	70,56	28,22	1,88	..
Madras and Southern Mahratta (excluding Mysore State).	7,32,16	—58	7,31,58	1,13	7,30,45	3,91,11	60,36	..
South Indian (including Travancore)	5,28,46	77	5,29,23	81	5,28,42	2,97,21	41,75	..
Tirhoot (B. & N. W.)	3,56,72	2,32	3,59,04	53	3,58,51	1,49,44	9,33	..
Contribution to Depreciation Reserve Fund on account of Company-worked Lines and Miscellaneous.	..	..	..	..	..	3,43	—3,43	4,94,41
TOTAL	39,83,09	—3,39	39,79,70	5,65	39,74,05	21,52,20	2,69,47	4,94,41
GRAND TOTAL	97,48,81	—23,34	97,25,47	13,89	97,11,58*	53,67,48	9,15,89	13,24,97

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 6 above	97,11,58
Add—Miscellaneous Railway Receipts	79,86
Government share of surplus profits from the subsidized companies, etc.	22,95
Total Receipts	98,14,39

Revenue Receipts of ***State-owned*** *Railways for the year 1935-36.* (*In thousands of rupees.*)

Expenses. system including worked lines. Suspense.	Total. (Cols. 7 to 10).	Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 11—12).	Payment to Worked Lines.	Net Revenue Receipts of State owned Railways. (Cols. 6—13—14).	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{(\text{Col. } 7)\times 100}{\text{Cols. } 2-5}\right)$	Class and Name of Railway.
10	11	12	13	14	15	16	17
							State Lines worked by the State.
—69	—30	..	—30	..	(*a*) 30	..	Aden.
33	13,65,07	1,84,43	11,80,64	7,74	6,97,95	49·84	East Indian.
—34	5,84,07	1,27,51	4,56,56	8,45	78,88	68·33	Eastern Bengal.
—3,04	13,93,92	1,94,64	11,99,28	29,82	(*b*)4,06,02	5·18	North Western.
—3,17	10,32,71	1,13,32	9,19,39	28,28	3,62,19	54·60	Great Indian Peninsula.
72	3,10,60	26,52	2,84,08	..	78,25	62·23	Burma.
—6,19	46,86,07	6,46,42	40,39,65	74,29	16,23,59	55·85	Total.
							State Lines worked by Companies or by Indian States.
—68	1,38,86	..	1,38,86	6,47	26,58	69·45	Assam-Bengal.
—1	6,09,79	..	6,09,79	1,67	2,64,63	63·15	Bengal-Nagpur.
..	6,60	..	6,60	..	5,19	55·89	Bezwada Extension and Dhone, Kurnool.
—3,07	6,60,22	..	6,60,22	29,81	4,95,48	48·84	Bombay, Baroda and Central India.
—7	23,07	..	23,07	1,31	16,43	53·65	Jodhpur-Hyderabad (British Section) (Jodhpur).
96	31,06	..	31,06	18,81	20,69	40·10	Lucknow-Bareilly (R. & K.).
—1,61	4,49,86	..	4,49,86	27,34	2,53,25	53·50	Madras and Southern Mahratta (excluding Mysore State).
—1,87	3,37,09	..	3,37,09	7,11	1,84,22	56·33	South Indian (including Travancore).
42	1,59,19	..	1,59,19	1,17,86	81,46	41·96	Tirhoot (B. & N. W.)
—6	4,94,35	2,69,47	2,24,88	..	—2,24,88	..	Contribution to Depreciation Reserve Fund on account of Company worked Lines and miscellaneous.
—5,99	29,10,09	2,69,47	26,40,62	2,10,38	11,23,05	54·11	Total.
—12,18	75,96,16	9,15,89	*66,80,27	2,84,67	27,46,64	55·14	Grand Total.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(*a*) Aden Railway, Commercial	..	—2,36	..	2,36
Aden Railway, Military	..	2,06	..	—2,06
Total	..	—30	..	30
(*b*) N. W. Railway, Commercial	15,00,43	9,92,46	29,82	4,78,15
N. W. Railway, Military	1,34,69	2,06,82	..	—72,13
Total	16,35,12	11,99,28	29,82	4,06,02

*The total Expenditure on Railways for the year is :—

	Rs.
Working expenses as per column 13 above	66,80,27
Payment to Worked Lines	2,84,67
Add :—Miscellaneous Railway Expenditure	58,90
Surplus profits paid to companies	50,95
Interest charges as per Statement 4	31,39,00
Total Expenditure.	1,02,13,79

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1935-36.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	..	..	..
2. Eastern Bengal	126,227	..	..	..	126,227	16,75	1,80,17	..	1,96,92
3. East Indian (including South Bihar).	2,009,015	..	..	..	2,009,015	2,66,48	3,27,87	4	5,94,39
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,80	4,04,95	..	4,53,75
5. North Western (Military)	..	..	..	..	..	..	1,37,52	..	1,37,52
6. Burma	37,875	..	..	..	37,875	5,02	1,41,70	..	1,46,72
7. Great Indian Peninsula	986,538	..	..	..	986,538	1,30,86	2,98,27	..	,29,13
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	8,78	..	8,78
9. Total	3,527,582	..	..	..	3,527,582	4,67,91	14,99,26	4	19,67,21
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal.	..	45,000	12,927	57,927	57,927	7,72	83,91	..	91,63
11. Bengal-Nagpur	..	105,000	134,697	239,697	239,697	31,96	2,98,84	..	3,30,80
12. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,91	..	1,91
13. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	2,05,40	7,50	2,78,22
14. Jodhpur (British Section) (Jodhpur).	..	..	..	..	..	..	4,62	..	4,62
15. Lucknow-Bareilly (R. & K.)	..	..	(a)20,482	20,482	20,482	2,32	7,08	..	9,40
16. Madras and Southern Mahratta.	362,462	175,000	105,025	280,025	642,487	85,66	1,43,35	..	2,29,01
17. South Indian	148,053	35,000	104,580	139,580	287,633	38,35	1,35,53	..	1,73,88
18. Travancore (British Section) (S. I.).	..	..	..	..	..	..	63	..	63
19. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,04	..	1,04
20. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	26,84	..	37,55
21. Total	899,366	420,000	493,035	913,035	1,812,401	2,42,04	9,09,15	7,50	11,58,69
Miscellaneous Items									
22. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
23. Other miscellaneous items.	..	..	..	..	..	(b)—1,25	13,45	..	12,20
Deduct:—									
24. Interest during construction charged to Capital of the Bengal Nagpur and South Indian Railways.	..	..	..	..	..	..	16	..	16
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	1	..	1
25. Total	..	..	..	..	..	—1,25	14,35	..	13,10
26. ***Total Central***	4,426,948	420,000	493,035	913,035	5,339,983	7,08,70	24,22,76	7,54	31,39,00
Provincial Railways.									
27. Assam (Jorhat)	..	..	..	..	..	..	44	..	44
28. United Provinces (Distillery Siding).	..	..	..	..	..	..	7	..	7
29. Total Provincial	..	..	..	..	..	..	51	..	51
30. ***Grand Total***	4,426,948	420,000	493,035	913,035	5,339,983	7,08,70	24,23,27	7,54	31,39,51

(a) Represents interest on the State share of joint debenture stock.
(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Assam-Bengal	3′ 3⅜″	*1934-35*	*(a)25,41,44*	***1,92,08*	*1,36,10*	*55,98*	*70·85*	*2·20*	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1935-36	(a)25,72,53	††1,71,74	1,39,54	32,20	81·25	1·25	
Bengal and North-Western	3′ 3⅜″	*1934-35*	*21,82,34*	*3,46,36*	*1,58,05*	*1,88,31*	*45·63*	*8·63*	
		1935-36	21,98,62	¶¶3,56,19	¶1,67,24	1,88,95	46·95	8·59	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1934-35*	*77,95,63*	*8,14,97*	*5,75,50*	*2,39,47*	*70·62*	*3·07*	
		1935-36	78,25,59	8,75,59	6,09,80	2,65,79	69·64	3·40	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1934-35*	*(b)79,95,39*	*11,76,00*	*6,81,86*	*4,94,14*	*57·98*	*6·18*	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1935-36	(b)77,74,17	11,94,98	6,63,29	5,31,69	55·51	6·84	
Burma	3′ 3⅜″	*1934-35*	*35,02,69*	*3,78,33*	*2,85,12*	*93,21*	*75·36*	*2·66*	
		1935-36	34,91,32	3,61,51	2,83,36	78,15	78·38	2·24	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1934-35*	*52,38,85*	*5,58,14*	*4,45,67*	*1,12,47*	*79·80*	*2·15*	
		1935-36	52,88,76	5,44,00	4,56,90	87,10	84·00	1·65	
East Indian	5′ 6″	*1934-35*	*1,44,85,80* (c)	*18,87,84*	*11,80,76*	*7,07,08*	*62·54*	*4·88*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1935-36	1,47,62,01 (c)	18,86,37	11,80,31	7,06,06	62·57	4·78	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1934-35*	*1,24,89,37*	*12,75,07*	*9,18,80*	*3,56,27*	*72·06*	*2·85*	
		1935-36	1,18,61,30	13,19,64	9,22,55	3,97,09	69·91	3·35	
Jodhpur	3′ 3⅜″	*1934-35*	*5,70,13*	*1,07,11*	*55,60*	*51,51*	*51·91*	*9·03*	
		1935-36	5,89,59	1,13,76	64,09	49,67	56·34	8·42	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1934-35*	*(d)60,38,20*	*‖7,56,89*	*‖4,48,26*	*‖3,08,63*	*‖59·20*	*‖5·11*	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1935-36	(d)58,47,03	‖7,39,35	‖4,56,34	‖2,83,01	‖61·70	‖4·84	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

** Excludes 4 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohangani Railway cross traffic.

†† „ 5 „ „ „ „ „ „ „ „

¶ Includes credits received for working the link (Rs. 3,94,673).

¶¶ Excludes Link earnings.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*concld.*									
Nizam's State	5′ 6″	*1934-35*	*14,78,62*	*1,38,49*	*69,61*	*68,88*	*50·26*	*6·39*	
		1935-36	14,82,63	1,36,31	69,96	66,35	51·32	6·13	
	3′ 3⅜″	*1934-35*	**	*75,50*	*49,86*	*25,64*	*66·05*	**	
		1935-36	**	75,61	51,12	24,49	67·61	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1934-35*	*1,17,89,76*	*14,57,14*	*10,44,58*	*4,12,56*	*71·69*	*3·50*	
		1935-36	1,17,68,83	15,11,27	9,95,50	5,15,77	65·87	4·38	
North Western (Military)	5′ 6″, and 2′ 6″	*1934-35*	*34,06,54*	*1,26,70*	*1,89,79*	*—63,09*	*149·79*	*—1·85*	
		1935-36	34,00,68	1,34,69	2,06,82	—72,13	153·56	—2·12	
North Western (Total)	..	*1934-35*	*1,51,96,30*	*15,83,84*	*12,34,37*	*3,49,47*	*77·94*	*2·30*	
		1935-36	1,51,69,51	16,45,96	12,02,32	4,43,64	73·05	2·92	
Rohilkund and Kumaon	3′ 3⅜″	*1934-35*	*(a)4,50,84*	*69,80*	*32,33*	*37,47*	*46·31*	*8·31*	(a) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1935-36	(a)4,56,69	70,37	31,63	38,74	44·95	8·48	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1934-35*	*47,68,47*	*5,52,32*	*3,22,08*	*2,30,24*	*58·31*	*4·83*	
		1935-36	47,87,02	5,27,65	3,38,96	1,88,69	64·24	3·94	
Total Class I Railways	..	*1934-35*	*8,47,34,07*	*99,12,74*	*65,93,97*	*33,18,77*	*66·52*	*3·92*	
		1935-36	8,41,06,77	1,00,19,03	66,37,41	33,81,62	66·25	4·02	
Class II.									
Barsi Light	2′ 6″	*1934-35*	*1,86,51*	*18,10*	*11,34*	*6,76*	*62·65*	*3·62*	
		1935-36	1,86,04	19,26	11,35	7,91	58·91	4·25	
Bengal Dooars	3′ 3⅜″	*1934-35*	*1,64,52*	*20,57*	*11,88*	*8,69*	*57·77*	*5·28*	
		1935-36	1,65,46	18,53	11,72	6,81	63·25	4·11	
Bhavnagar State	3′ 3⅜″	*1934-35*	*2,39,44*	*36,22*	*17,93*	*18,29*	*49·50*	*7·64*	
		1935-36	2,41,38	34,38	19,70	14,68	57·29	6·08	
Bikaner State	3′ 3⅜″	*1934-35*	*3,64,62*	*38,81*	*24,93*	*13,88*	*64·24*	*3·81*	
		1935-36	3,65,31	39,08	27,66	11,42	70·78	3·13	
Darjeeling Himalayan	2′ 0″	*1934-35*	*1,08,51*	*17,26*	*11,80*	*5,46*	*68·36*	*5·03*	
		1935-36	1,08,31	17,81	12,15	5,66	68·22	5·22	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. (Col.6×100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7×100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1934-35*	*1,70,57*	*20,99*	*12,97*	*8,02*	*61·79*	*4·70*	
		1935-36	1,70,68	20,28	12,63	7,65	62·28	4·48	
Gaekwar's Baroda State	3′ 3⅜″	*1934-35*	*1,72,94*	*23,34*	*13,38*	*9,96*	*57·33*	*5·79*	
		1935-36	1,77,99	23,05	14,11	8,94	61·21	5·09	
	2′ 6″	*1934-35*	*3,17,53*	*22,62*	*17,05*	*5,57*	*75·37*	*1·75*	
		1935-36	3,17,43	22,40	16,48	5,92	73·58	1·86	
Gondal	3′ 3⅜″	*1934-35*	*1,36,68*	*24,12*	*11,14*	*12,98*	*46·21*	*9·49*	
		1935-36	1,40,92	22,02	11,53	10,49	52·37	7·44	
Jamnagar Dwarka	3′ 3⅜″	*1934-35*	*1,59,27*	*14,91*	*8,55*	*6,36*	*57·32*	*4·00*	
		1935-36	1,59,05	14,78	7,89	6,89	53·41	4·33	
Junagad State	3′ 3⅜″	*1934-35*	*1,40,75*	*16,87*	*9,46*	*7,41*	*56·05*	*5·27*	
		1935-36	1,49,75	16,73	10,25	6,48	61·29	4·33	
Morvi	3′ 3⅜″	*1934-35*	*1,06,28*	*17,97*	*9,84*	*8,13*	*54·73*	*7·65*	
		1935-36	1,09,56	18,80	10,51	8,29	55·93	7·56	
Mysore	3′ 3⅜″	*1934-35*	*3,31,98*	*28,36*	*25,73*	*2,63*	*90·73*	*0·79*	
		1935-36	3,38,66	29,14	24,93	4,21	85·55	1·24	
	2′ 6″	*1934-35*	*43,70*	*2,94*	*2,67*	*27*	*90·79*	*0·62*	
		1935-36	43,74	3,20	2,66	54	83·12	1·23	
	2′ 0″	*1934-35*	*12,87*	*44*	*35*	*9*	*78·81*	*0·73*	
		1935-36	13,11	50	46	4	93·36	0·25	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1934-35*	*50,68*	*8,32*	*4,37*	*3,95*	*52·46*	*7·80*	
		1935 36	51,01	9,06	4,63	4,43	51·10	8·68	
Total Class II Railways	..	*1934-35*	*27,06,85*	*3,11,84*	*1,93,39*	*1,18,45*	*62·02*	*4·38*	
		1935-36	27,38,40	3,09,02	1,98,66	1,10,36	64·29	4·03	
Class III.									
Ahmadpur Katwa	2′ 6″	*1934-35*	*20,73*	*1,07*	*91*	*16*	*85·16*	*0·76*	
		1935-36	20,73	88	85	3	96·25	0·16	

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* † ‡ § For explanations see footnotes on opposite page.

5.—*Statement of* $\frac{\text{Capital at Charge}*}{\text{Capital outlay}\dagger}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5.}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4.}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram	2′ 6″	*1934-35*	*‖25,94*	*3,54*	*‖2,47*	*‖1,07*	*‖69·76*	*‖4·20*	
		1935-36	25,57	3,55	2,39	1,16	67·20	4·55	
Bankura Damoodar River	2′ 6″	*1934-35*	*40,07*	*1,33*	*1,31*	*2*	*98·29*	*0·06*	
		1935-36	40,01	1,11	1,46	—35	131·28	—0·87	
Baraset-Basirhat Light	2′ 6″	*1934-35*	*25,77*	*4,96*	*4,01*	*95*	*80·70*	*3·70*	
		1935-36	26,06	5,46	4,34	1,12	79·51	4·29	
Bengal Provincial	2′ 6″	*1934-35*	*15,17*	*1,09*	*1,01*	*8*	*92·36*	*0·55*	
		1935-36	15,12	86	89	—3	103·84	—0·19	
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	*15,13*	*3,04*	*1,89*	*1,15*	*61·90*	*7·60*	
		1935-36	15,31	2,57	1,87	70	72·80	4·55	
Burdwan-Katwa	2′ 6″	*1934-35*	*20,33*	*1,42*	*1,17*	*25*	*82·17*	*1·25*	
		1935-36	20,40	1,13	1,13	..	99·93	..	
Cutch State	2′ 6″	*1934-35*	*20,73*	*2,01*	*1,29*	*72*	*64·09*	*3·48*	
		1935-36	23,34	2,22	1,36	86	61·16	3·70	
Dehri-Rohtas Light	2′ 6″	*1934-35*	*12,50*	*2,32*	*1,29*	*1,03*	*55·59*	*8·24*	
		1935-36	12,48	1,89	1,25	64	66·40	5·08	
Dholpur-State	2′ 6″	*1934-35*	*17,32*	*1,75*	*1,00*	*75*	*57·04*	*4·60*	
		1935-36	17,41	1,75	1,21	54	69·39	3·26	
Futwah-Islampur	2′ 6″	*1934-35*	*19,44*	*1,24*	*93*	*31*	*75·10*	*1·60*	
		1935-36	19,51	1,09	99	10	90·80	0·51	
Gwalior Light	2′ 0″	*1934-35*	*1,22,57*	*7,25*	*5,98*	*1,27*	*82·52*	*1·03*	
		1935-36	1,22,63	7,53	5,58	1,95	74·10	1·59	
Howrah Amta Light	2′ 0″	*1934-35*	*30,81*	*9,22*	*6,26*	*2,96*	*67·88*	*9·50*	
		1935-36	31,87	8,78	6,33	2,45	72·12	7·67	
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*8,27*	*1,69*	*1,46*	*23*	*86·60*	*2·70*	
		1935-36	8,56	1,95	1,59	36	81·31	4·26	
Jagadhri Light	2′ 0″	*1934-35*	*1,13*	*13*	*12*	*1*	*91·44*	*1·02*	
		1935-36	1,13	12	12	..	99·72	0·03	

* In the case of State-owned railways. †In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Revised figures.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1934-35 and 1935-36.*

—concld. (In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings (Col. 6 × 100 / Col. 5.)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah . .	2′ 6″	*1934-35*	§§	§§	§§	§§	§§	§§	
		1935-36	§§	§§	§§	§§	§§	§§	
Jorhat (Provincial) . .	2′ 0″	*1934-35*	*13,22*	*1,20*	*1,38*	*—18*	*115·15*	*—1·36*	
		1935-36	13,22	1,27	1,48	—21	116·82	—1·59	
Kalighat-Falta . . .	2′ 6″	*1934-35*	*24,13*	*1,55*	*1,61*	*—6*	*104·26*	*—0·25*	
		1935-36	24,13	1,51	1,58	—7	104·83	—0·29	
Kulasekarapatnam Light .	2′ 0″	*1934-35*	*5,54*	*74*	*76*	*—2*	*103.64*	*—0·48*	
		1935-36	5,54	70	69	1	98·44	0·19	
Matheran Light . .	2′ 0″	*1934-35*	*12,34*	*88*	*61*	*27*	*69·32*	*2·19*	
		1935-36	12,44	85	58	27	68·23	2·17	
Porbandar State . .	3′ 3⅜″	*1934-35*	*28,67*	*3,32*	*1,92*	*1,40*	*57.74*	*4·90*	
		1935-36	28,30	3,50	1,96	1,54	55·93	5·45	
Tezpore-Balipara Light .	2′ 6″	*1934-35*	*4,87*	*1,53*	*1,15*	*38*	*75·17*	*7·74*	
		1935-36	4,87	1,52	1,17	35	77·03	7·13	
Trivellore Light . .	2′ 0″	*1934-35*	*1,18*	*1*	*3*	*—2*	*267·10*	*—1·70*	
		1935-36	1,18	2	4	—2	197·38	—1·69	
Udaipur-Chitorgarh . .	3′ 3⅜″	*1934-35*	*1,13,84*	*6,02*	*4,13*	*1,89*	*††68·75*	*1·65*	
		1935-36	1,22,01	6,69	4,72	1,97	70·47	1·61	
Total Class III Railways	..	*1934-35*	*††5,98,80*	*57,31*	*††42,69*	*††14,62*	*††74·49*	*††2·44*	
		1935-36	6,11,82	56,95	43,58	13,37	76.52	2·19	
Other items not included in the preceding heads (*a*).	..	*1934-35*	*5,07,46*	*—82*	*2,30,13*	*—2,30,95*	..	..	
		1935-36	5,01,84	—83	2,14,23	—2,15,06	..	..	
Grand Total .	..	*1934-35*	*††8,85,47,18* (*b*)	*1,02,81,07*	*††70,60,18*	*††32,20,89*	*68·67*	*3·64*	
		1935-36	8,79,58,83	1,03,84,17	70,93,88	32,90,29	68·31	3·74	

* † ‡ § — For explanations see footnotes on opposite page.

§§ Figures not available.

†† Revised figures.

(*a*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees):—

	Capital at charge.
Coal Department	1,90,95
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,77,24
United Provinces (Distillery siding)	1,39
Total	5,01,84

Gross Earnings.

+42	Gross Earnings of Bezwada Extension & Dhone Kurnool Railways.
—1,27	Gross Earnings of Jorhat (Provincial) Railways.
+2	Due to rounding off.
—83	

Working Expenses.

—8,47	Adjustment of Tirhoot Railway.
+39	Working Expenses of Aden Railway.
+37	Working Expenses of Bezwada Extension & Dhone Kurnool Railways.
—1,53	Working Expenses of R. & K. Railway.
—1,48	Working Expenses of Jorhat (Provincial) Railway.
+2,24,94	Contribution to Depreciation Reserve Fund on account of Company Worked lines.
+1	Due to rounding off.
+2,14,23	

(*b*)

	1934-35.	1935-36.
State owned	7,95,44,16	7,89,16,64
Other than State owned ..	††90,03,02	90,42,19
	††8,85,47,18	8,79,58,83

6.– *Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36.*

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds
			Earnings from passengers carried (including refunds.)	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3′ 3⅜″	*1934-35*	*54,49*	*9,30*	*63,71*	*1,13,61*	*1,03*	*1,14,47*	*24*	*13,66*	*1,92,08*
		1935-36	57,60	9,02	66,57	95,28	65	95,78	23	9,16	1,71,74
Bengal and North-Western	3′ 3⅜″	*1934-35*	*1,29,45*	*13,14*	**1,36,99*	*2,13,49*	*2,11*	**2,05,28*	*51*	*3,58*	*3,46,36*
		1935-36	1,39,51	13,98	*1,47,66	2,15,93	1,75	*2,03,13	42	4,98	3,56,19
Bengal-Nagpur	5′ 6″	*1934-35*	*1,46,64*	*29,25*	*1,75,80*	*5,81,21*	*3,99*	*5,84,36*	*31*	*21,79*	*7,82,26*
		1935-36	1,48,78	30,81	1,79,54	6,38,80	2,95	6,41,11	32	22,48	8,43,45
	2′ 6″	*1934-35*	*12,78*	*1,24*	*14,02*	*17,74*	*33*	*18,01*	*5*	*63*	*32,71*
		1935-36	12,66	1,24	13,90	17,15	35	17,46	5	73	32,14
Bombay, Baroda and Central India.	5′ 6″	*1934-35*	*2,03,98*	*50,23*	*2,54,16*	*3,98,66*	*—2,13*	*3,95,16*	*49*	*14,16*	*6,63,97*
		1935-36	2,07,08	50,68	2,57,71	4,05,29	—1,33	4,02,58	45	16,51	6,77,25
	3′ 3⅜″	*1934-35*	*1,75,91*	*20,82*	*1,96,65*	*2,97,25*	*1,18*	*2,96,97*	*54*	*8,09*	*5,02,25*
		1935-36	1,78,00	20,03	1,97,99	3,00,97	1,33	3,00,62	49	8,40	5,07,50
	2′ 6″	*1934-35*	*4,64*	*30*	*4,94*	*4,61*	*1*	*4,58*	*3*	*23*	*9,78*
		1935-36	4,70	29	4,99	5,06	2	5,04	3	17	10,23
Burma	3′ 3⅜″	*1934-35*	*88,42*	*12,57*	*1,00,92*	*2,65,35*	*45*	*2,65,50*	*33*	*11,58*	*3,78,33*
		1935-36	91,56	12,76	1,04,25	2,49,57	38	2,49,59	33	7,34	3,61,51
Eastern Bengal	5′ 6″	*1934-35*	*1,18,21*	*26,28*	*1,44,40*	*2,10,94*	*8,19*	*2,18,79*	*20*	*12,20*	*3,75,59*
		1935-36	1,17,48	24,88	1,42,30	1,87,23	9,60	1,96,55	19	11,76	3,50,80
	3′3⅜″ and 2′ 6″	*1934-35*	*61,10*	*8,29*	*69,34*	*1,07,78*	*69*	*1,08,32*	*18*	*4,71*	*1,82,55*
		1935-36	66,06	7,93	73,96	1,10,82	69	1,11,37	19	7,68	1,93,20
East Indian	5′ 6″	*1934-35*	*5,02,47*	*71,64*	*5,74,10*	*12,70,87*	*4,09*	*12,74,88*	*1,18*	*37,68*	**18,87,84*
		1935-36	5,03,11	75,14	5,78,25	12,54,73	3,07	12,57,68	1,19	49,25	*18,86,37
Great Indian Peninsula	5′ 6″	*1934-35*	*3,20,51*	*88,37*	*4,08,17*	*8,25,77*	*4,69*	*8,29,14*	*1,01*	*28,21*	*12,66,53*
		1935-36	3,33,45	92,64	4,25,38	8,44,85	4,01	8,46,63	1,01	37,88	13,10,90
	2′ 6″	*1934-35*	*3,06*	*37*	*3,43*	*5,08*	*3*	*5,09*	*1*	*1*	*8,54*
		1935-36	2,92	32	3,24	5,38	4	5,41	1	8	8,74
Jodhpur	3′ 3⅜″	*1934-35*	*36,88*	*5,13*	*41,99*	*59,42*	*18*	*59,44*	*14*	*5,54*	*1,07,11*
		1935-36	40,74	5,05	45,78	62,63	20	62,63	13	5,22	1,13,76
Madras and Southern Mahratta.	5′ 6″	*1934-35*	*1,36,38*	*28,81*	*1,65,05*	*2,50,17*	*86*	*2,50,69*	*17*	*14,36*	*4,30,27*
		1935-36	1,32,66	28,68	1,61,24	2,50,49	73	2,50,84	14	11,17	4,23,39
	3′ 3⅜″	*1934-35*	*84,64*	*16,01*	*1,00,60*	*‡2,08,94*	*93*	*2,19,06*	*25*	*6,71*	*‡3,26,62*
		1935-36	83,77	14,61	98,35	‡1,96,89	83	2,05,41	23	11,97	‡3,15,96
Nizam's State	5′ 6″	*1934-35*	*30,66*	*9,25*	*39,83*	*95,72*	*57*	*96,15*	*36*	*2,15*	*1,38,49*
		1935-36	31,83	9,39	41,06	92,58	56	93,03	34	1,88	1,36,31
	3′ 3⅜″	*1934-35*	*26,37*	*3,26*	*29,62*	*44,24*	*29*	*44,46*	*24*	*1,18*	*75,50*
		1935-36	26,77	3,22	29,97	44,02	32	44,25	22	1,17	75,61

* Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and to totals with the sundry earnings of the E. I. Railway.

‡ Includes Harbour receipts and expenditure.

6.—*Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds).
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*contd.*											
North Western (Commercial)	5′ 6″	*1934-35*	§	§	§	*8,82,41*	*5,53*	*8,85,99*	*1,58*	*43,98*	*14,28,72*
		1935-36	§	§	§	9,18,76	6,54	9,22,96	1,52	53.45	14,82,95
	2′ 6″	*1934-35*	§	§	§	*15,20*	*40*	*15,57*	*3*	*32*	*28,42*
		1935-36	§	§	§	14,68	50	15,15	2	68	28,32
North Western (Military)	5′ 6″	*1934-35*	§	§	§	*72,75*	*44*	*73,03*	*16*	*4,59*	*1,21,93*
		1935-36	§	§	§	74,02	34	74,17	21	9,88	1,29,06
	2′ 6″	*1934-35*	§	§	§	*2,49*	*3*	*2,51*	*1*	*31*	*4,77*
		1935-36	§	§	§	3,47	5	3,51	2	12	5,63
North Western (Total)	5′ 6″ & 2′ 6″	*1934-35*	*4,71,36*	*84,76*	*5,55,76*	*9,72,85*	*6,40*	*9,77,10*	*1,78*	*49,20*	*15,83,84*
		1935-36	4,73,00	91,70	5,64,27	10,10,93	7,43	10,15,79	1,77	64,13	16,45,96
Rohilkund and Kumaon	3′ 3⅜″	*1934-35*	*23,96*	*3,04*	*26,98*	*40,43*	*39*	*40,65*	*7*	*2,10*	*69,80*
		1935-36	23,83	2,96	26,77	40,57	24	40,62	6	2.92	70,37
South Indian	5′ 6″	*1934-35*	*59,71*	*10,86*	*70,55*	*97,69*	*50*	*98,03*	*9*	*2,62*	*1,71,29*
		1935-36	59,33	11,60	70,89	1,08,07	64	1,08,43	9	2,70	1,82,11
	3′ 3⅜″	*1934-35*	*1,83,49*	*15,24*	*1,98,60*	*1,66,67*	*2,29*	*1,68,66*	*30*	*11,19*	*3,78,75*
		1935-36	1,59,33	13,94	1,73,18	1,55,09	2,02	1,56,82	26	13,30	3,43,56
	2′ 6″	*1934-35*	*86*	*6*	*93*	*1,32*	*1*	*1,33*	*Nil*	*2*	*2,28*
		1935-36	79	6	85	1,09	1	1,10	Nil	3	1,98
Total Class I Railways	..	*1934-35*	*28,75,97*	*5,08,22*	*33,76,54*	*62,54,81*	*37,08*	*62,76,12*	*8,48*	*2,51,60*	*99,12,74*
		1935-36	28,94,96	5,20,93	34,08,10	62,93,42	36,49	63,11,87	8,15	2,90,91	1,00,19,03
CLASS II.*											
Barsi Light	2′ 6″	*1934-35*	*7,02*	*88*	*7,90*	*9,70*	*8*	*9,78*	*4*	*38*	*18,10*
		1935-36	8,20	85	9,05	9,71	8	9,79	4	38	19,26
Bengal Dooars	3′ 3⅜″	*1934-35*	*3,46*	*71*	*4,17*	*16,13*	*4*	*16,17*	*2*	*21*	*20,57*
		1935-36	3,26	73	3,99	14,29	3	14,32	2	20	18,53
Bhavnagar State	3′ 3⅜″	*1934-35*	*15,29*	*1,60*	*16,89*	*17,43*	*7*	*17,50*	*54*	*1,29*	*36,22*
		1935-36	15,24	1,46	16,70	16,39	14	16,53	46	69	34,38
Bikaner State	3′ 3⅜″	*1934-35*	*16,43*	*1,82*	*18,25*	*19,51*	*7*	*19,58*	*19*	*79*	*38,81*
		1935-36	16,90	1,61	18,51	19,66	7	19,73	16	68	39,08
Darjeeling-Himalayan	2′ 0″	*1934-35*	*2,70*	*2,06*	*4,76*	*12,28*	*3*	*12,31*	*2*	*17*	*17,26*
		1935-36	2,99	1,88	4,87	12,73	5	12,78	2	14	17,81
Dibru-Sadiya	3′ 3⅜″	*1934-35*	*4,32*	*67*	*4,99*	*15,54*	*3*	*15,57*	*2*	*41*	*20,99*
		1935-36	3,71	59	4,30	15,51	3	15,54	1	43	20,28
Gaekwar's Baroda State	3′ 3⅜″	*1934-35*	*13,48*	*95*	*14,43*	*8,58*	*3*	*8,61*	*4*	*26*	*23,34*
		1935-36	13,89	96	14,85	7,90	2	7,92	3	25	23,05
	2′ 6″	*1934-35*	*10,26*	*53*	*10,79*	*10,89*	*—2*	*10,87*	*13*	*83*	*22,62*
		1935-36	9,96	54	10,50	10,32	3	10,35	12	1,43	22,40
Gondal	3′ 3⅜″	*1934-35*	*9,85*	*97*	*10,82*	*11,48*	*4*	*11,52*	*14*	*1,64*	*24,12*
		1935-36	9,77	1,02	10,79	9,40	3	9,43	12	1,68	22,02

* Excludes refunds. § Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jamnagar Dwarka	3′ 3⅜″	*1934-35*	*6,38*	*60*	*6,98*	*7,09*	*10*	*7,19*	*5*	*69*	*14,91*
		1935-36	6,12	53	6,65	7,27	7	7,34	4	75	14,78
Junagad State	3′ 3⅜″	*1934-35*	*7,65*	*60*	*8,25*	*8,01*	*3*	*8,04*	*7*	*51*	*16,87*
		1935-36	8,22	61	8,83	7,31	3	7,34	7	49	16,73
Morvi	3′ 3⅜″	*1934-35*	*8,36*	*1,38*	*9,74*	*7,69*	*1*	*7,70*	*12*	*41*	*17,97*
		1935-36	8,83	1,35	10,18	8,20	2	8,22	11	29	18,80
	3′ 3⅜″	*1934-35*	*14,77*	*1,18*	*15,95*	*11,60*	*19*	*11,79*	*1*	*61*	*28,36*
		1935-36	14,82	1,20	16,02†	12,43	14	12,57†	1	54	29,14†
Mysore	2′ 6″	*1934-35*	*1,81*	*6*	*1,87*	*1,05*	*1*	*1,06*	*Nil*	*1*	*2,94*
		1935-36	1,91	7	1,98	1,19	1	1,20	Nil	2	3,20
	2′ 0″	*1934-35*	*12*	*1*	*13*	*31*	*Nil*	*31*	*Nil*	*Nil*	*44*
		1935-36	11	Nil	11	39	Nil	39	Nil	Nil	50
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1934-35*	*4,77*	*16*	*4,93*	*3,28*	*3*	*3,31*	*Nil*	*8*	*8,32*
		1935-36	4,56	13	4,69	4,28	..	4,28	Nil	9	9,06
Total Class II Railways	..	*1934-35*	*1,26,67*	*14,18*	*1,40,85*	*1,60,57*	*74*	*1,61,31*	*1,39*	*8,29*	*3,11,84*
		1935-36	1,28,49	13,53	1,42,02	1,56,98	75	1,57,73	1,21	8,06	3,09,02
CLASS III.											
Aden	3′ 3⅜″	*1934-35*	*	*	*	*	*	*	*	*	*
		1935-36	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1934-35*	*82*	*3*	*85*	*20*	*Nil*	*20*	*Nil*	*2*	*1,07*
		1935-36	67	3	70	15	Nil	15	Nil	3	88
Arrah-Sasaram	2′ 6″	*1934-35*	*2,04*	*5*	*2,09*	*1,37*	*Nil*	*1,37*	*Nil*	*8*	*3,54*
		1935-36	2,19	5	2,24	1,29	Nil	1,29	Nil	2	3,55
Bankura Damodar River	2′ 6″	*1934-35*	*79*	*3*	*82*	*48*	*Nil*	*48*	*Nil*	*3*	*1,33*
		1935-36	74	3	77	32	Nil	32	Nil	2	1,11
Baraset-Basirhat Light	2′ 6″	*1934-35*	*3,51*	*32*	*3,83*	*1,09*	*Nil*	*1,09*	*Nil*	*4*	*4,96*
		1935-36	3,65	41	4,06	1,36	Nil	1,36	..	4	5,46
Bengal Provincial	2′ 6″	*1934-35*	*72*	*5*	*77*	*16*	*Nil*	*16*	..	*16*	*1,09*
		1935-36	55	4	59	13	Nil	13	1	13	86
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	*1,90*	*10*	*2,00*	*1,02*	*—3*	*99*	*Nil*	*5*	*3,04*
		1935-36	1,49	9	1,58	96	1	97	Nil	2	2,57
Burdwan Katwa	2′ 6″	*1934-35*	*1,08*	*5*	*1,13*	*26*	*Nil*	*26*	*Nil*	*3*	*1,42*
		1935-36	90	5	95	16	Nil	16	Nil	2	1,13
Cutch State	2′ 6″	*1934-35*	*1,05*	*18*	*1,23*	*62*	*14*	*76*	*Nil*	*2*	*2,01*
		1935-36	1,18	16	1,34	69	15	84	Nil	4	2,22

* Information not available due to the closing of the Railway from 1st August 1929.

† Includes Shimoga Anandapuram Section Bus collections.

6.—*Details of Gross Earnings of each Railway System for the years 1934-35 and 1935-36*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri-Rohtas Light	2′ 6″	*1934-35*	*22*	*1*	*23*	*1,97*	*5*	*2,02*	*1*	*6*	*2,32*
		1935-36	23	1	24	1,55	4	1,59	1	5	1,89
Dholpur-State	2′ 6″	*1934-35*	*46*	*1*	*47*	*1,26*	*Nil*	*1,26*	*1*	*1*	*1,75*
		1935-36	56	1	57	1,16	Nil	1,16	1	1	1,75
Futwah-Islampur	2′ 6″	*1934-35*	*86*	*3*	*89*	*31*	*—2*	*29*	*Nil*	*6*	*1,24*
		1935-36	79	2	81	25	1	26	Nil	2	1,09
Gwalior Light	2′ 0″	*1934-35*	*3,20*	*14*	*3,34*	*3,59*	*2*	*3,61*	*10*	*20*	*7,25*
		1935-36	3,28	13	3,41	3,83	5	3,88	8	16	7,53
Howrah Amta Light	2′ 0″	*1934-35*	*7,20*	*33*	*7,53*	*1,63*	*Nil*	*1,63*	*Nil*	*6*	*9,22*
		1935-36	6,89	28	7,17	1,55	Nil	1,55	..	6	8,78
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*1,05*	*30*	*1,35*	*33*	*Nil*	*33*	*Nil*	*1*	*1,69*
		1935-36	1,03	68	1,71	23	Nil	23	Nil	1	1,95
Jagadhri Light	2′ 0″	*1934-35*	*5*	..	*5*	*8*	*Nil*	*8*	*Nil*	..	*13*
		1935-36	4	..	4	8	Nil	8	Nil	..	12
Jessore-Jhenidah	2′ 6″	*1934-35*	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2′ 0″	*1934-35*	†	†	†	†	†	†	†	†	*1,20*
		1935-36	†	†	†	†	†	†	†	†	1,27
Kalighat-Falta	2′ 6″	*1934-35*	*1,10*	*2*	*1,12*	*36*	*Nil*	*36*	*Nil*	*7*	*1,55*
		1935-36	1,04	2	1,06	35	Nil	35	Nil	10	1,51
Kulasekarapatnam Light	2′ 0″	*1934-35*	*47*	..	*47*	*27*	*Nil*	*27*	*Nil*	*Nil*	*74*
		1935-36	44	..	44	26	Nil	26	Nil	Nil	70
Matheran Light	2′ 0″	*1934-35*	*61*	*13*	*74*	**14*	**Nil*	*14*	*Nil*	*Nil*	*88*
		1935-36	61	11	72	10	Nil	10	Nil	3	85
Porbandar State	3′ 3¾″	*1934-35*	*1,23*	*14*	*1,37*	*1,34*	*4*	*1,38*	*9*	*48*	*3,32*
		1935-36	1,27	12	1,39	1,30	7	1,37	12	62	3,50
Tezpore-Balipara Light	2′ 6″	*1934-35*	*55*	*11*	*66*	*79*	*Nil*	*79*	*1*	*7*	*1,53*
		1935-36	56	12	68	75	Nil	75	1	8	1,52
Trivellore Light	2′ 0″	*1934-35*	*1*	†	*1*	†	†	†	†	†	*1*
		1935 36	2	†	2	†	†	†	†	†	2
Udaipur-Chitorgarh	3′ 3¾″	*1934-35*	*3,41*	*61*	*4,02*	*1,88*	*2*	*1,90*	*3*	*7*	*6,02*
		1935-36	4,10	41	4,51	2,06	2	2,08	3	7	6,69
Total Class III Railways		*1934-35*	*32,33*	*2,64*	*34,97*	**19,15*	**22*	*19,37*	*25*	*1,52*	*57,31*
		1935-36	32,23	2,77	35,00	18,53	35	18,88	27	1,53	56,95
Other items not included in the preceding heads.§		*1934-35*	..	..	..	..		..	..	..	*—82*
		1935-36	..	..	..	..	..	..	..	..	—83
GRAND TOTAL	..	*1934-35*	*(a) 30,34,97*	*(a) 5,25,04*	*35,52,36*	*(a) *64,34,53*	*(a) *33,01*	*64,56,80*	*10,12*	*2,61,41*	*1,02,81,07*
		1935-36	(a) 30,55,68	(a) 5,37,23	35,85,12	(a) 64,68,93	(a) 37,59	64,88,48	9,63	3,00,50	1,03,84,17

† Information not furnished.

(a) Includes refunds in the case of Class I Railways but excludes the same in the case of Class II and III Railways.

§ For details see foot-note in statement No. 5 for the year concerned.

‡ Figures not available.

*Revised.

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1934-35* .	*42,10*	*21·92*	*31,21*	*16·25*	*11,81*	*6·15*	..	..
		1935-36 .	29,44	17·14	28,71	16·72	11,32	6·59	..	.
Bengal and North-Western	3′ 3⅜″	*1934-35* .	*43,82*	*12·65*	*40,87*	*11·80*	*11,46*	*3·31*	..	..
		1935-36 .	45,12	12·67	(*a*)45,18	12·68	(*b*)13,58	3·81	..	..
Bengal-Nagpur	5′ 6″	*1934-35* .	*1,14,79*	*14·67*	*1,46,62*	*18·74*	*86,24*	*11·02*	..	..
		1935-36 .	¶85,00	10·08	1,52,31	18·06	77,46	9·18	..	..
	2′ 6″	*1934-35* .	*11,30*	*34·54*	*11,78*	*36·00*	*4,45*	*13·60*	..	..
		1935-36 .	¶8,98	27·94	11,77	36·62	5,04	15·68	..	..
Bombay, Baroda and Central India.	5′ 6″	*1934-35* .	*84,72*	*12·76*	*1,02,69*	*15·47*	*57,11*	*8·60*	*31,72*	*4·78*
		1935-36 .	41,52	6·13	92,58	13·67	39,78	5·87	30,11	4·44
	3′ 3⅜″	*1934-35* .	*48,04*	*9·56*	*94,88*	*18·89*	*37,15*	*7·40*	*10,24*	*2·04*
		1935-36 .	32,88	6·48	90,82	17·90	28,85	5·68	9,89	1·95
	2′ 6″	*1934-35* .	*2,05*	*20·94*	*2,86*	*29·21*	*68*	*6·89*	*12*	*1·22*
		1935-36 .	1,74	17·01	2,86	27·97	1,08	10·60	8	0·82
Burma	3′ 3⅜″	*1934-35* .	*91,08*	*24·07*	*80,81*	*21·36*	*30,62*	*8·09*	..	..
		1935-36 .	51,39	14·22	73,79	20·40	18,57	5·14	..	..
Eastern Bengal	5′ 6″	*1934-35* .	*81,26*	*21·60*	*73,75*	*19·60*	*41,66*	*11·10*	..	..
		1935-36 .	51,14	14·60	68,73	19·60	29,40	8·38	..	..
	3′ 3⅜″	*1934-35* .	*38,40*	*21·20*	*34,30*	*18·90*	*22,99*	*12·70*	..	..
		1935-36 .	20,67	10·80	30,83	16·10	15,34	7·99	..	..
	2′ 6″	*1934-35* .	*44*	*33·70*	*53*	*41·20*	*22*	*17·40*	..	.
		1935-36 .	21	17·30	45	37·40	9	7·82	..	.
East Indian	5′ 6″	*1934-35* .	*2,61,90*	*13·87*	*3,21,85*	*17·05*	*1,94,21*	*10·29*	..	..
		1935-36 .	1,35,30	7·17	2,78,17	14·75	1,24,46	6·60	..	..
Great Indian Peninsula	5′ 6″†	*1934-35* .	*2,10,92*	*16·64*	*2,32,75*	*18·37*	*1,24,10*	*9·79*	*95,31*	*7·52*
		1935-36 .	1,05,07	8·01	2,04,75	15·61	81,57	6·22	73,58	5·61
	2′ 6″‡	*1934-35* .	*85*	*11·08*	*1,44*	*18·78*	*54*	*6·95*	..	..
		1935-36 .	91	11·49	1,55	19·67	43	5·48	..	..
Jodhpur	3′ 3⅜″	*1934-35* .	*12,42*	*11·60*	*15,78*	*14·73*	*5,57*	*5·20*	..	..
		1935-36 .	8,91	7·84	16,78	14·75	5,47	4·81	..	..

† Including Darwha Pusad Railway (2′ 6″ Gauge). ‡ Excluding Darwha Pusad Railway.

system for the years 1934-35 and 1935-36. (*In thousands of rupees.*)

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		** Replacement and Renewal.* / *§ Appropriation to Depreciation Reserve fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I.
7,54	*3·92*	*22,53*	*11·73*	*12,01*	*6·25*	*8,90*	*4·63*	**	**	*1,36,10*	*70·85*	Assam-Bengal.
5,15	3·00	24,27	14·14	12,06	7·02	8,32	4·84	20,27	11.80	1,39,54	81·25	
7,72	*2·23*	*29,61*	*8·55*	*15,13*	*4·37*	*9,44*	*2·72*	**	**	*1,58,05*	*45·63*	Bengal and North Western.
7,99	2·24	(c) 32,47	9·12	(d)16,20	4·55	(e) 6,70	1·88	**	**	††1,67,24	46·95	
7,00	*0·90*	*94,69*	*12·11*	*42,95*	*5·49*	*44,71*	*5·72*	**	**	*5,37,00*	*68·65*	Bengal-Nagpur.
6,80	0·81	99,81	11·83	46,20	5·48	46,29	5·49	¶55,08	6·53	5,68,95	67·46	
..	..	*6,49*	*19·85*	*3,17*	*9·70*	*1,31*	*3·99*	**	**	*38,50*	*117·68*	
..	..	7,08	22·03	3,17	9·85	1,49	4·66	¶3,32	10·32	40,85	127·10	
..	..	*69,23*	*10·43*	*28,13*	*4·23*	*26,82*	*4·04*	**	**	*4,00,42*	*60·31*	Bombay, Baroda and Central India.
..	..	69,51	10·27	28,70	4·24	26,92	3·98	46,05	6·79	3,75,17	55·39	
..	..	*42,24*	*8·41*	*23,61*	*4·70*	*17,64*	*3·51*	**	**	*2,73,80*	*54·51*	
..	..	42,57	8·39	24,08	4·74	17,58	3·46	33,50	6·60	2,80,17	55·20	
..	..	*1,19*	*12·22*	*56*	*5·81*	*18*	*1·87*	**	**	*7,64*	*78·16*	
..	..	1,31	12·76	52	5·06	19	1·89	17	1·66	7,95	77·77	
2,63	*0·70*	*43,15*	*11·41*	*18,16*	*4·80*	*18,67*	*4·93*	**	**	*2,85,12*	*75·36*	Burma.
1,52	0·42	43,64	12·07	18,64	5·16	17,43	4·82	58,38	16·15	2,83,36	78·38	
..	..	*52,87*	*14·10*	*24,17*	*6·44*	*23,44*	*6·24*	**	**	*2,97,15*	*79·10*	Eastern Bengal.
..	..	56,42	16·10	24,60	7·01	23,35	6·66	56,19	16·00	3,09,83	88·30	
5,06	*2·79*	*27,62*	*15·20*	*9,40*	*5·18*	*9,22*	*5·09*	**	**	*1,46,99*	*81·10*	
3,63	1·89	26,21	13·60	9,57	4·98	10,77	5·61	28,86	15·00	1,45,88	76·00	
..	..	*22*	*16·90*	*7*	*5·42*	*5*	*3·75*	**	**	*1,53*	*118·40*	
..	..	21	17·90	6	5·10	5	4·13	12	9·90	1,19	99·60	
1,59	*0·08*	*2,32,44*	*12·31*	*80,80*	*4·28*	*87,97*	*4·66*	**	**	*11,80,76*	*62·54*	East Indian.
1,62	0·09	2,31,12	12·25	79,96	4·24	89,50	4·74	2,40,18	12·73	11,80,31	62·57	
...	..	*1,30,42*	*10·29*	*61,76*	*4·87*	*60,08*	*4·74*	**	**	*9,15,34*	*72·22*	Great Indian Peninsula.
...	..	1,33,36	10·17	61,08	4·66	57,49	4·38	2,02,09	15·40	9,18,99	70·06	
..	..	*51*	*6·60*	*4*	*0·66*	*8*	*0·93*	**	**	*3,46*	*45·00*	
..	..	53	6·69	6	0·74	8	0·93	..	..	3,56	45·00	
...	...	*9,44*	*8·81*	*5,78*	*5·40*	*6,61*	*6·17*	**	**	*55,60*	*51·91*	Jodhpur.
...	..	9,85	8·66	6,38	5·61	6,58	5·78	10,12	8·89	64,09	56·34	

* In the case of Company managed Railways.
§ In the case of State managed Railways.
** Included in the respective heads.
¶Renewals of 'non-wasting assets' Rs. 1,53,088 (B.G. Rs. 1,42,149 and N.G. Rs. 10,939) are included under Replacements and Renewals.
†† Includes credits received for working the link, (Rs. 3,94,673.)
(*a*) Includes credits received for working the link, (Rs. 2,02,270.)
(*b*) Includes credits received for working the link, (Rs. 44,401.)
(*c*) Includes credits received for working the link, (Rs. 59,201.)
(*d*) Includes credits received for working the link, (Rs. 39,467.)
(*e*) Includes credits received for working the link, (Rs. 49,334.)

7.—*Details of Working Expenses of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I —*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1934-35* .	*52,52*	*12·20*	*87,67*	*20·40*	*43,29*	*10·10*	..	..
		1935-36 .	30,64	7·24	83,97	19·83	25,57	6·04	..	..
	3′ 3⅜″	*1934-35* .	*43,32*	*13·30*	*62,57*	*19·20*	*16,56*	*5·07*	..	..
		1935-36 .	32,32	10·23	61,26	19·39	13,21	4·18	..	..
Nizam's State .	5′ 6″	*1934-35* .	*16,75*	*12·09*	*20,42*	*14·74*	*8,66*	*6·26*	..	..
		1935-36 .	11,11	8·15	17,87	13·11	6,78	4·97	..	..
	3′ 3⅜″	*1934-35* .	*12,14*	*16·09*	*13,79*	*18·26*	*5,46*	*7·23*	..	..
		1935-36 .	9,74	12·88	12,73	16·84	4,12	5·45	..	..
North Western (Commercial).	5′ 6″	*1934-35* .	*2,74,44*	*19·21*	*3,02,13*	*21·14*	*1,42,30*	*9·96*	..	..
		1935-36 .	1,24,28	8·38	2,65,12	17·88	99,62	6·72	..	..
	2′ 6″	*1934-35* .	*13,73*	*48·31*	*14,63*	*51·47*	*4,99*	*17·57*	..	..
		1935-36 .	7,33	25·87	12,35	43·61	4,64	16·38	..	..
North Western (Military)	5′ 6″	*1934-35* .	*56,65*	*46·46*	*56,22*	*46·11*	*19,74*	*16·19*	..	..
		1935-36 .	35,45	27·47	49,67	38·49	11,90	9·22	..	..
	2′ 6″	*1934-35* .	*8,77*	*183·65*	*4,82*	*100·79*	*1,68*	*35·10*	..	..
		1935-36 .	4,94	87·81	4,15	73·85	1,08	19·26	..	..
North Western (Total) .	..	*1934-35* .	*3,53,59*	*22·33*	*3,77,80*	*23·86*	*1,68,71*	*10·65*	..	..
		1935-36 .	1,72,00	10·45	3,31,29	20·13	1,17,24	7·12	..	..
Rohilkund and Kumaon .	3′ 3⅜″	*1934-35* .	*8,29*	*11·87*	*9,39*	*13·46*	*4,36*	*6·24*	..	..
		1935-36 .	5,76	8·18	9,60	13·64	2,81	3·99	..	..
South Indian .	5′ 6″	*1934-35* .	†	†	†	†	†	†	..	..
		1935-36 .	†	†	†	†	†	†	..	..
	3′ 3⅜″	*1934-35* .	*‡68,80*	*‡12·46*	*‡1,08,41*	*‡19·63*	*‡30,95*	*‡5·60*	*3,95*	*0·72*
		1935-36 .	‡48,76	‡9·24	‡1,09,81	‡20·81.	‡23,09	‡4·38	4,17	0·79
	2′ 6″	*1934-35* .	†	†	†	†	†	†	..	..
		1935-36 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1934-35* .	*15,99,50*	*16·14*	*18,72,17*	*18·88*	*9,06,80*	*9·14*	*1,41,34*	*1·43*
		1935-36 .	9,28,61	9·27	17,25,81	17·23	6,45,26	6·44	1,17,83	1·18

† Included with 2′ 3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.

System for the years 1934-35 and 1935-36. (*In thousands of rupees.*)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		**Replacement and Renewal. §Appropriation to Depreciation Reserve Fund.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22	23	24
												CLASS I—*concld.*
..	..	*35,49*	*8·25*	*20,56*	*4·78*	*20,73*	*4·82*	**	**	*2,60,25*	*60·50*	
..	..	38,94	9·20	21,60	5·10	20,98	4·96	37,77	8·92	2,59,47	61·29	Madras and Southern Mahratta.
5,15	*1·58*	*30,46*	*9·32*	*16,90*	*5·17*	*13,04*	*4·00*	**	**	*¶1,88,00*	*57·60*	
4,87	1·54	32,59	10·31	17,21	5·45	12,81	4·05	22,60	7·15	¶1,96,87	62·30	
..	..	*10,98*	*7·93*	*8,26*	*5·96*	*4,54*	*3·28*	**	**	*69,61*	*50·26*	
..	..	10,51	7·71	8,39	6·15	5,67	4·16	9,63	7·07	69,96	51·32	Nizam's State.
..	..	*8,00*	*10·59*	*7,17*	*9·50*	*3,30*	*4·38*	**	**	*49,86*	*66·05*	
..	..	8,06	10·67	7,15	9·45	4,15	5·48	5,17	6·84	51,12	67 61	
..	..	*1,54,75*	*10·83*	*71,69*	*5·02*	*56,27*	*3·94*	**	**	*10,01,58*	*70·10*	
..	..	1,57,79	10·64	71,82	4·84	55,51	3·74	1,76,54	11·91	9,50,68	64·11	North Western (Commercial).
34	*1·20*	*5,67*	*19·94*	*1,59*	*5·60*	*2,05*	*7·20*	**	**	*43,00*	*151·29*	
..	..	5,94	20·97	1,68	5·94	1,46	5·17	11,42	40·34	44,82	158·28	
..	..	*19,78*	*16·23*	*11,59*	*9·50*	*7,15*	*5·87*	**	**	*1,71,13*	*140·36*	
..	..	20,12	15·59	11,72	9·09	7,56	5·85	52,40	40·60	1,88,82	146·31	
7	*1·41*	*1,95*	*40·76*	*90*	*18·92*	*47*	*9·86*	**	**	*18,66*	*390·49*	North Western (Military).
..	..	2,11	37·38	92	16·28	42	7·47	4,38	77·84	18,00	319·89	
41	*0·02*	*1,82,15*	*11·50*	*85,77*	*5·42*	*65,94*	*4·16*	**	**	*12,34,37*	*77·94*	North Western (Total).
..	..	1,85,96	11·30	86,14	5·23	64,95	3·95	2,44,74	14·87	12,02,32	73·05	
..	..	*4,48*	*6·42*	*4,02*	*5·75*	*1,79*	*2·57*	**	**	*32,33*	*46·31*	Rohilkund and Kumaon.
..	..	4,87	6·92	4,38	6·23	80	1·14	3,41	4·85	31,63	44·95	
†	†	†	†	†	†	†	†	**	**	*92,15*	*53·80*	
†	†	†	†	†	†	†	†	†	†	1,01,51	55·74	
‡3,12	*‡0·56*	*‡49,83*	*‡9·02*	*‡29,99*	*‡5·43*	*‡27,03*	*‡4·89*	**	**	*2,26,17*	*59·71*	South Indian.
‡2,97	‡0·56	‡49,99	‡9·48	‡30,76	‡5·83	‡27,65	‡5·24	‡41,76	‡7·91	2,33,67	68·01	
†	†	†	†	†	†	†	†	**	**	*3,76*	*165·00*	
†	†	†	†	†	†	†	†	†	†	3,78	190·91	
40,22	*0·41*	*10,84,04*	*10·94*	*4,98,41*	*5·03*	*4,51,49*	*4·55*	**	**	*65,93,97*	*66·52*	TOTAL CLASS I RAILWAYS.
34,55	0·34	11,09,28	11·07	5,06,91	5·06	4,49,75	4·49	11,19,41	11·17	66,37,41	66·25	

* In the case of Company managed railways.
§ In the case of State managed railways.
† Included with 3′ 3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ gauges.
** Included in the respective heads.
¶ Includes Mormugao Harbour Expenses shown under columns 12 and 13.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1934-35*	*1,48*	*8·20*	*3,56*	*19·66*	*92*	*5·08*	..	..
		1935-36	1,61	8·36	3,49	18·12	83	4·31	..	..
Bengal Dooars	3′ 3⅜″	*1934-35*	*3,82*	*18·57*	*2,14*	*10·40*	*74*	*3·64*	..	..
		1935-36	3,56	19·21	2,07	11·17	75	4·05	..	..
Bhavnagar State	3′ 3⅜″	*1934-35*	*3,15*	*8·68*	*5,70*	*15·74*	*1,76*	*4·86*	..	..
		1935-36	4,37	12·70	6,51	18·95	1,59	4·62	..	..
Bikaner State	3′ 3⅜″	*1934-35*	*5,56*	*14·33*	*8,99*	*23·16*	*2,67*	*6·88*	..	..
		1935-36	6,56	16·78	9,55	24·44	3,59	9·19	..	..
Darjeeling-Himalayan§	2′ 0″	*1934-35*	*2,01*	*11·65*	*3,42*	*19·81*	*1,26*	*7·30*	..	..
		1935-36	2,18	12·24	3,57	20·04	1,42	7·97	..	..
Dibru-Sadiya	3′ 3⅜″	*1934-35*	*2,57*	*12·25*	*3,99*	*19·01*	*2,87*	*13·67*	..	..
		1935-36	2,17	10·70	4,09	20·17	2,62	12·92	..	..
Gaekwar's Baroda State.	3′ 3⅜″	*1934-35*	*3,34*	*14·32*	*4,89*	*20·97*	*1,10*	*4·69*	..	..
		1935-36	3,83	16·61	4,62	20·01	1,27	5·50	..	..
	2′ 6″	*1934-35*	*5,68*	*25·12*	*4,70*	*20·79*	*1,76*	*7·78*	..	..
		1935-36	5,59	24·93	4,25	18·98	2,02	9·02	..	..
Gondal	3′ 3⅜″	*1934-35*	*2,13*	*8·81*	*3,94*	*16·35*	*1,31*	*5·43*	..	..
		1935-36	2,14	9·72	4,00	18·16	1,58	7·20	..	..
Jamnagar Dwarka	3′ 3⅜″	*1934-35*	*1,56*	*10·43*	*2,91*	*19·52*	*1,07*	*7·20*	..	..
		1935-36	1,50	10·17	2,68	18·10	71	4·83	..	..
Junagad State	3′ 3⅜″	*1934-35*	*2,59*	*15·38*	*2,76*	*16·34*	*97*	*5·72*	..	..
		1935-36	2,69	16·08	3,22	19·23	1,11	6·63	..	..
Morvi	3′ 3⅜″	*1934-35*	*1,11*	*6·15*	*3,19*	*17·78*	*61*	*3·39*	..	..
		1935-36	3,32	17·67	3,21	17·07	72	3·83	..	..
Mysore	3′ 3⅜″	*1934-35*	*4,66*	*16·44*	*10,71*	*37·78*	*2,12*	*7·45*	..	..
		1935-36	4,81	16·48	9,92	34·06	2,01	6·88	..	..
	2′ 6″	*1934-35*	*48*	*16·60*	*1,11*	*37·55*	*22*	*7·46*	..	..
		1935-36	51	15·70	1,04	32·52	20	6·49	..	..
	2′ 0″	*1934-35*	*6*	*12·80*	*13*	*29·86*	*3*	*5·61*	..	..
		1935-36	9	18·90	19	38·56	4	7·58	..	..
Shahdara (Delhi) Saharanpur Light.	2 6″	*1934-35*	*1,38*	*16·57*	*1,03*	*12·32*	*25*	*3·08*	..	..
		1935-36	1,33	14·70	1,24	13·70	31	3·30	..	..
TOTAL CLASS II RAILWAYS	..	*1934-35*	*41,58*	*13·33*	*63,17*	*20·26*	*19,66*	*6·30*	..	..
		1935-36	46,26	14·97	63,65	20·60	20,77	6·72	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	..	*1,68*	*9·29*	*2,90*	*16·02*	*80*	*4·40*	*11,34*	*62·65*	Barsi Light
..	..	1,60	8·31	2,97	15·43	85	4·38	11,35	58·91	
19	*0·92*	*2,21*	*10·74*	*2,12*	*10·30*	*66*	*3·20*	*11,88*	*57·77*	Bengal Dooars.
21	1·13	2,16	11·66	2,13	11·50	84	4·53	11,72	63·25	
..	..	*4,06*	*11·21*	*2,33*	*6·43*	*93*	*2·58*	*17,93*	*49·50*	Bhavnagar State.
..	..	3,99	11·59	2,41	7·00	83	2·43	19,70	57·29	
..	..	*3,70*	*9·53*	*2,61*	*6·73*	*1,40*	*3·61*	*24,93*	*64·24*	Bikaner State.
..	..	3,92	10·03	2,68	6·86	1,36	3·48	27,66	70·78	
..	..	*2,51*	*14·54*	*1,53*	*8·86*	*1,07*	*6·20*	*11,80*	*68·36*	Darjeeling Himalayan.§
..	..	2,55	14·32	1,56	8·76	87	4·89	12,15	68·22	
..	..	*1,93*	*9·19*	*1,53*	*7·29*	*8*	*0·38*	*12,97*	*61·79*	Dibru-Sadiya.
..	..	2,10	10·36	1,56	7·69	9	0·44	12,63	62·28	
..	..	*2,70*	*11·59*	*1,06*	*4·53*	*29*	*1·23*	*13,38*	*57·33*	Gaekwar's Baroda State.
..	..	3,00	13·03	1,11	4·83	28	1·23	14,11	61·21	
..	..	*3,02*	*13·35*	*1,50*	*6·61*	*39*	*1·72*	*17,05*	*75·37*	
..	..	2,67	11·94	1,55	6·91	40	1·80	16,48	73·58	
..	..	*2,28*	*9·46*	*1,10*	*4·59*	*38*	*1·57*	*11,14*	*46·21*	Gondal.
..	..	2,42	10·97	1,05	4·76	34	1·56	11,53	52·37	
..	..	*1,60*	*10·75*	*96*	*6·42*	*45*	*3·00*	*8,55*	*57·32*	Jamnagar Dwarka.
..	..	1,46	9·88	95	6·40	59	4·03	7,89	53·41	
..	..	*1,82*	*10·81*	*95*	*5·61*	*37*	*2·19*	*9,46*	*56·05*	Junagad State.
..	..	1,89	11·30	97	5·84	37	2·21	10,25	61·29	
..	..	*1,86*	*10·36*	*75*	*4·17*	*2,32*	*12·88*	*9,84*	*54·73*	Morvi.
..	..	1,89	10·07	83	4·44	54	2·85	10,51	55·93	
..	..	*4,72*	*16·65*	*2,28*	*8·05*	*1,24*	*4·36*	*25,73*	*90·73*	Mysore.
..	..	4,49	15·40	2,36	8·09	1,34	4·64	24,93	85·55	
..	..	*49*	*16·71*	*24*	*8·12*	*13*	*4·35*	*2,67*	*90·79*	
..	..	50	15·67	26	8·12	15	4·62	2,66	83·12	
..	-	*7*	*17·47*	*4*	*8·43*	*2*	*4·64*	*35*	*78·81*	
..	..	8	15·76	4	7·97	2	4·59	46	93·36	
..	..	*94*	*11·26*	*57*	*6·83*	*20*	*2·40*	*4,37*	*52·46*	Shahdara (Delhi) Saharanpur Light.
..	..	96	10·60	56	6·20	23	2·60	4,63	51·10	
19	*0·06*	*35,59*	*11·41*	*22,47*	*7·21*	*10,73*	*3·45*	*1,93,39*	*62·02*	TOTAL CLASS II RAILWAYS.
21	0·07	35,68	11·55	22,99	7·44	9,10	2·94	1,98,66	64·29	

§ Includes the Darjeeling Himalayan Extension Railway.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1934-35*	*25*	*23·60*	*24*	*21·93*
		1935-36	22	25·12	25	28·63
Arrah-Sasaram Light	2′ 6″	*1934-35*	*†74*	*†20·93*	*†85*	*†24·11*
		1935-36	79	22·30	71	19·80
Bankura-Damoodar River	2′ 6″	*1934-35*	*36*	*27·34*	*39*	*29·45*
		1935-36	51	46·19	40	35·97
Barasat-Basirhat Light	2′ 6″	*1934-35*	*97*	*19·47*	*1,39*	*27·88*
		1935-36	1,20	22·04	1,47	26·93
Bengal Provincial	2′ 6″	*1934-35*	*22*	*20·46*	*36*	*33·07*
		1935-36	19	22·23	32	37·56
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	*47*	*15·50*	*64*	*20·80*
		1935-36	51	20·10	58	22·50
Burdwan-Katwa	2′ 6″	*1934-35*	*28*	*19·54*	*36*	*25·65*
		1935-36	30	26·57	32	28·15
Cutch State	2′ 6″	*1934-35*	*28*	*14·02*	*61*	*30·30*
		1935-36	33	14·85	63	28·52
Dehri-Rohtas Light	2′ 6″	*1934-35*	*27*	*11·58*	*58*	*24·78*
		1935-36	22	11·86	56	29·84
Dholpur-State	2′ 6″	*1934-35*	*17*	*9·50*	*49*	*28·01*
		1935-36	24	13·93	62	35·70
Futwah-Islampur	2′ 6″	*1934-35*	*31*	*24·90*	*23*	*18·53*
		1935-36	34	31·10	26	23·80

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

† Revised figures for the year 1934-35 substituted in place of those for 1933-34 adopted in the last report as these figures were not available then.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16
								CLASS III.
23	*21·42*	*17*	*16·38*	*2*	*1·83*	*91*	*85·16*	Ahmadpur-Katwa.
18	20·43	18	20·03	2	2·04	85	96·25	
†*47*	†*13·27*	†*33*	†*9·22*	†*8*	†*2·23*	†*2,47*	*69·76*	Arrah-Sasaram Light.
48	13·50	33	9·20	8	2·40	2,39	67·20	
24	*17·83*	*28*	*21·04*	*4*	*2·63*	*1,31*	*98·29*	Bankura-Damoodar River.
23	20·34	29	25·76	3	3·02	1,46	131·28	
1,03	*20·81*	*45*	*9·14*	*17*	*3·40*	*4,01*	*80·70*	Baraset-Basirhat Light.
1,06	19·32	45	8·20	16	3·02	4,34	79·51	
23	*20·75*	*18*	*16·52*	*2*	*1·56*	*1,01*	*92·36*	Bengal Provincial.
19	22·75	17	19·42	2	1·88	89	103·84	
42	*13·90*	*30*	*9·70*	*6*	*2·00*	*1,89*	*61·90*	Bukhtiarpur-Bihar Light.
42	16·30	30	11·60	6	2·30	1,87	72·80	
28	*19·53*	*22*	*15·23*	*3*	*2·22*	*1,17*	*82·17*	Burdwan-Katwa.
26	23·18	22	19·53	3	2·50	1,13	99·93	
20	*10·15*	*19*	*9·36*	*1*	*0·26*	*1,29*	*64·09*	Cutch State.
22	9·84	18	7·87	..	0·08	1,36	61·16	
17	*7·45*	*24*	*10·40*	*3*	*1·38*	*1,29*	*55·59*	Dehri-Rohtas Light
17	9·25	25	13·04	5	2·41	1,25	66·40	
17	*9·89*	*16*	*9·05*	*1*	*0·59*	*1,00*	*57·04*	Dholpur-State.
17	9·52	17	9·63	1	0·61	1,21	69·39	
21	*17·20*	*15*	*12·31*	*3*	*2·11*	*93*	*75·10*	Futwah-Islampur.
21	19·40	15	13·80	3	2·70	99	90·80	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
Class III—*concld.*						
Gwalior Light	2′ 0″	*1934-35*	*1,06*	*14·62*	*3,08*	*42·43*
		1935-36	1,07	14·21	2,72	36·12
Howrah Amta Light	2′ 0″	*1934-35*	*1,42*	*15·39*	*2,36*	*25·59*
		1935-36	1,47	16·74	2,28	25·92
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*30*	*17·53*	*48*	*28·53*
		1935-36	41	20·99	44	22·58
Jagadhri Light	2′ 0″	*1934-35*	*2*	*10·60*	*5*	*40·17*
		1935-36	1	8·38	5	44·03
Jessore-Jhenidah	2′ 6″	*1934-35*	§	§	§	§
		1935-36	§	§	§	§
Jorhat (Provincial)	2′ 0″	*1934-35*	*29*	*24·48*	*50*	*41·28*
		1935-36	34	27·13	54	42·21
Kalighat-Falta	2′ 6″	*1934-35*	*32*	*20·72*	*64*	*41·45*
		1935-36	33	21·94	62	40·71
Kulasekarapatnam Light	2′ 0″	*1934-35*	*23*	*31·06*	*37*	*51·12*
		1935-36	21	29·83	30	43·17
Matheran Light	2′ 0″	*1934-35*	*12*	*13·64*	*25*	*28·40*
		1935-36	14	16·47	22	25·88
Porbandar State	3′ 3⅜″	*1934-35*	*27*	*8·22*	*72*	*21·59*
		1935-36	31	8·95	75	21·38
Tezpore-Balipara	2′ 6″	*1934-35*	*18*	*11·74*	*42*	*27·39*
		1935-36	22	14·34	41	27·28
Trivellore Light	2′ 0″	*1934-35*	..	*0·50*	*1*	*74·70*
		1935-36	..	4·22	2	76·77
Udaipur-Chitorgarh	3′ 3⅜″	*1934-35*	*1,21*	*20·21†*	*1,89*	*31·45†*
		1935-36	1,01	15·04	2,53	37·78
Total Class III Railways	.	*1934-35*	*†9,74*	*†16·99*	*†16,91*	*†29·51*
		1935-36	10,37	18·21	17,00	29·85

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Information not available.
† Revised figures.

System for the years 1934-35 and 1935-36. (In thousands of rupees.)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings	
8	9	10	11	12	13	14	15	16
								CLASS III—*concld.*
73	*10·10*	*71*	*9·77*	*40*	*5·60*	*5,98*	*82·52*	Gwalior Light.
75	9·96	62	8·23	42	5·58	5,58	74·10	
1,55	*16·79*	*62*	*6·72*	*31*	*3·39*	*6,26*	*67·88*	Howrah Amta Light.
1,54	17·59	60	6·82	44	5·05	6,33	72·12	
38	*22·53*	*23*	*13·78*	*7*	*4·23*	*1,46*	*86·60*	Howrah-Sheakhala Light.
40	20·23	23	11·98	11	5·53	1,59	81·31	
3	*24·43*	*2*	*14·62*	..	*1·62*	*12*	*91·44*	Jagadhri Light.
4	29·12	2	16·34	..	1·85	12	99·72	
§	§	§	§	§	§	§	§	Jessore-Jhenidah.
§	§	§	§	§	§	§	§	
42	*34·89*	*12*	*10·41*	*5*	*4·09*	*1,38*	*115·15*	Jorhat (Provincial).
45	35·06	12	9·88	3	2·54	1,48	116·82	
31	*20·11*	*27*	*17·16*	*7*	*4·82*	*1,61*	*104·26*	Kalighat-Falta.
30	20·15	27	17·89	6	4·14	1,58	104·83	
13	*17·25*	*3*	*4·21*	..	..	*76*	*103·64*	Kulasekarapatnam Light.
15	20·70	3	4·74	..	..	69	98·44	
9	*10·23*	*12*	*13·64*	*3*	*3·41*	*61*	*69·32*	Matheran Light.
9	10·59	12	14·12	1	1·17	58	68·23	
35	*10·40*	*45*	*13·67*	*13*	*3·86*	*1,92*	*57·74*	Porbandar State.
37	10·50	43	12·23	10	2·87	1,96	55·93	
27	*17·79*	*20*	*13·16*	*8*	*5·09*	*1,15*	*75·17*	Tezpore-Balipara.
29	19·13	21	13·82	4	2·46	1,17	77·03	
1	*99·70*	..	*45·50*	*1*	*46·70*	*3*	*267·10*	Trivellore Light.
1	68·43	1	26·19	..	21·77	4	197·38	
56	†*9·25*	*30*	†*5·01*	*17*	†*2·83*	*4,13*	†*68·75*	Udaipur-Chitorgarh.
69	10·24	34	5·16	15	2·25	4,72	70·47	
8,48	*14·80*	†*5,74*	†*10·01*	†*1,82*	†*3·18*	†*42,69*	†*74·49*	TOTAL CLASS III RAILWAYS.
8,67	15·22	5,69	9·99	1,85	3·25	43,58	76·52	

STATISTICAL STATEMENTS.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1936.				Track mileage open on 31st March 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3⅜″	1-7-95	1,131·43	..	..	1,131·43	1,131·43	227·38	19·10	1,377·91
	Chaparmukh-Silghat .	3′ 3⅜″	30-3-20	50·81	..	..	50·81	50·81	3·60	..	54·41
	Katakhal Lalabazar .	3′ 3⅜″	1-4-23	23·49	..	..	23·49	23·49	1·03	..	24·52
	Mymensingh-Bhairab Bazar	3′ 3⅜″	20-6-17	100·68	..	..	100·68	100·68	18·57	0·36	119·61
	Total—1 .			1,306·41	..	..	1,306·41	1,306·41	250·58	19·46	1,576·45
2	Bengal and North Western—	3′ 3⅜″	2-4-84	1,269·28	..	..	1,269·28	1,269·28	276·55	36·47	1,582·30
	Mashrak-Thawe . . .	3′ 3⅜″	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Tirhoot	3′ 3⅜″	1-11-75	791·62	10·05	..	801·67	811·72	197·57	20·66	1,029·95
	Total—2 .			2,100·22	10·05	..	2,110·27	2,120·32	478·76	59·08	2,658·16
3	Bengal-Nagpur—	5′ 6″	27-11-88	2,157·26	254·84	..	2,412·10	2,666·94	639·83	153·52	3,460·29
	Central India Coal-fields	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	3·36	2·07	59·27
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light . .	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·42	59·55
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	11·17	0·05	127·76
	Raipur-Dhamtari . . .	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·88	0·65	62·47
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	62·30	12·26	700·48
	Total—3 .			3,137·44	254·84	..	3,392·28	3,647·12	726·98	170·07	4,544·17

for the year 1935-36.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western—
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurkhanj.
..	..	..	..	..	..	Unassisted company's line	Parlakimedi Light
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.

*Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1936.				Track mileage open on 31st March 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	775·03	240·83	*19·44	1,035·30	1,334·18	357·19	96·64	1,788·01
	Nagda-Ujjain	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	3·64	1·86	40·29
	Gaekwar's Petlad	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·33	16·16
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·51	3·91	167·14
	Bombay, Baroda and Central India.	3′ 3⅜″	14-2-73	1,878·46	2·82	..	1,881·28	1,884·10	391·15	26·98	2,302·23
	Ahmedabad-Parantij	3′ 3⅜″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra	3′ 3⅜″	1-6-98	40·28	..	..	40·28	40·28	5·24	13·29	58·81
	Jaipur State	3′ 3⅜″	10-11-05	179·80	..	..	179·80	179·80	13·42	..	193·22
	Palanpur-Dessa	3′ 3⅜″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	4·90	3·50	80·68
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·80	0·85	28·14
	Nadiad-Kapadvanj	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	3·83	1·19	63·39
	Piplod-Devgad Baria	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—4			3,428·21	243·65	19·44	3,691·30	3,993·00	809·53	159·98	4,962·51
5	Burma	3′ 3⅜″	1-5-77	1,853·04	206·85	..	2,059·89	2,266·74	460·30	136·00	2,863·04

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.—
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State lines.	Dhrangadra.
..	..	..	..	..	..		Jaipur State
..	..	..	..	..	..	Indian State line.	Palanpur Dessa.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani.
..	..	..	..	..	..		Godhra-Lunavada
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.
..	..	..	..	..	..	State line.	Burma.
	..		..		..		Total—5.

(*a*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal— . . .	5′ 6″	2-1-62	677·58	146·13	22·60 (quadruple).	846·31	1,060·24	483·06	40·28	1,583·58
	Sara-Sirajganj . . .	5′ 6″	1-7-15	54·22	..	..	54·22	54·22	26·22	..	80·44
	Eastern Bengal . . .	3′ 3⅜″	28-8-77	1,031·75	7·29	..	1,039·04	1,046·33	302·62	8·66	1,357·61
	Cooch Behar State . .	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal . . .	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat . . .	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6 . .			1,833·53	153·42	22·60	2,009·55	2,230·77	817·55	48·94	3,097·26
7	East Indian— . . .	5′ 6″	15-8-54	†3,221·41	935·11	‡61·12	4,217·64	5,312·90	1,705·42	179·87	7,198·19
	Hardwar-Debra . .	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·81	..	37·85
	South Bihar . . .	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·27	..	82·09
	Cawnpore-Burhwal link .	3′ 3⅜″	24-11-96	(a)65·73	..	..	(a) 65·73	(a) 65·73	14·09	1·69	81·51
	Total—7 . .			3,395·00	935·11	61·12	4,391·23	5,486·49	1,731·59	181·56	7,399·64
	Great Indian Peninsula (b)	5′ 6″	18-4-53	2,357·37	775·52	32·74	3,165·63	4,039·37	911·00	188·31	5,138·68
	Bhopal-Itarsi (Indian State Section).	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	22·62	1·55	80·81
	Bhopal-Ujjain . . .	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	6·54	3·28	123·28
	Bina-Goona-Baran . .	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	7·89	2·17	157·13
	Darwha-Pusad . . .	2′ 6″	15-12-31	42·80	..	..	42·80	42·80	2·34	0·36	45·50
	Dhond-Baramati . .	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	1·19	0·50	28·99
	Ellichpur-Yeotmal . .	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner . . .	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi . . .	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—8 . .			2,918·90	775·52	32·74	3,727·16	4,600·90	960·45	199·94	5,761·29

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Barabanki.

‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.

(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.

(b) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Extension of line to new Faridpur Station	1·54	..	..	..	..	State line.	Eastern Bengal—
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.
	1·54		..		..		Total—6.
..	..	..	..	..	..	State line.	East Indian—
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
..	..	..	..	..	..	State line. §	South Bihar.
..	..	..	..	..	..	State line. ‖	Cawnpore-Burhwal link.
	..		..		..		Total—7.
..	..	..	..	..	..	State line.	Great Indian Peninsula (*b*)—
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Indian State Section).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goonā-Baran.
..	..	..	..	..	..	State line.	Darwha-Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—8.

§ Although a leased line, it is for convenience treated as a State line.

‖ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(*c*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*d*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1936				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur—	3′ 3⅜″	24-6-82	767·05	..	..	767·05	767·05	103·89	13·26	884·20
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-92	238·52	..	..	238·52	238·52	46·01	4·94	289·47
	Mirpur Khas-Khadro . .	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·49	1·50	54·49
	Total—9 .			1,055·07	..	..	1,055·07	1,055·07	153·39	19·70	1,228·16
10	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,067·22	48·17	3·71 (Quadruple).	1,119·10	1,178·40	331·64	10·10	1,520·14
	Kolar Gold-fields (M. S. Ry.) .	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle . . .	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	*1,659·18	1·15	..	1,660·33	1,661·48	248·38	4·40	1,914·26
	Alnavar-Dandeli (Provincial) .	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar (M. S. Ry.)	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	30·02	..	240·51
	Bezwada-Masulipatam . .	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	8·96	0·17	60·93
	Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·13	..	55·32
	Kolhapur State . . .	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese .	3′ 3⅜″	17-1-87	51·04	..	..	51·04	51·04	22·13	1·58	74·75
	Total—10 .			3,175·50	49·32	3·71	3,228·53	3,288·98	653·49	19·35	3,961·82
11	Nizam's State— . . .	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	64·16	11·61	405·95
	Bezwada Extension . .	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah . .	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	5·30	2·79	153·78
	Karipalli-Kothagudam . .	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar . . .	5′ 6″	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·32	..	178·57
	Hingoli Branch . . .	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley .	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	62·34	2·22	458·75
	Parbhani-Purli . . .	3′ 3⅜″	16-10-29	39·44	..	..	39·44	39·44	2·08	..	41·52
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam Kurnool .	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Total—11 .			1,330·05	17·82	..	1,347·87	1,365·69	169·32	16·67	1,551·68

*Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Marwar Junction to Phulad.	15·69	..	..	..	..		Jodhpur—
				Indian State line.			
Jhudo-Pithoro ..	64·11	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (*a*).	Mirpur Khas-Khadro.
	79·80		..		..		Total—9.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta—
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields. (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Tenali-Repalle
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..		Bangalore-Haribar (*b*). (M. S. Ry.)
..	..	..	..	..	..	District Board line.	Bezwada-Masulipatam.
..	..	..	..	..	..	State line.	(*b*) Hindupur (Yesvantpur Mysore Frontier). (M. S. Ry.)
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State line.	Kazipet-Ballarshah.
..	..	..	..	..	..		Karipalli-Kothagudam.
..	..	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam Kurnool.
	..		..		..		Total 11

(*a*) Receives land only from Government.

(*b*) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Rly. they are treated as State lines.

(*c*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*d*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8 —Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1936.				TRACK MILEAGE OPEN ON 31ST MARCH 1936.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western— . . .	5′ 6″	13-5-61	4,716·66	885·03	..	5,601·69	6,486·72	1,817·32	68·86	8,372·90 (*a*)
	Shahdara Narowal . .	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·49	..	49·82
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5′ 6″	4-4-28	151·51	..	..	151·51	151·51	7·55	..	159·06
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukeria . .	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	3·77	..	48·85
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·62	..	51·65
	Jammu-Kashmir (Indian State Section)	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·45	0·36	19·67
	Khanpur-Chachran . .	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·50	..	24·43
	Ludhiana-Dhuri-Jakhal .	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·19	..	84·77
	Mandra-Bhaun . . .	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	3·61	..	50·29
	Rajpura-Bhatinda. . .	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·61	..	128·39
	Sialkot-Narowal . . .	5′ 6″	10-11-15	38·70	..	..	38·70	38·70	5·98	..	44·68
	Sirhind-Rupar . . .	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor . .	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	4·19	..	80·65
	Kalka-Simla . . .	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	10·23	..	70·16
	Kangra Valley . . .	2′ 6″	1-12-28	102·99	..	..	102·99	102·99	9·93	..	112·92
	Zhob Valley (Fort—Sundeman-Khanai).	2′ 6″	1-1-21	173·84	..	..	173·84	173·84	14·19	16·69	204·72
	Kohat-Thal . .	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	10·34	..	72·20
	Larkana-Jacobabad . .	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·39	..	56·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	19·00	8·11	184·59
	Total—12 .			6,059·87	885·03	..	6,944·90	7,829·93	1,956·26	94·02	9,880·21

(*a*) Nok Kundi—Zahidan (137·28 miles, single line and 13·83 miles sidings) and Landi Kotal—Landi Khana (5 miles, single line and 1·17 miles sidings) sections closed to traffic, not included.

for the year 1935-36—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..		North Western—
..	..	..	..	..	..	State line.	
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort-Abbas-Kut-Al-Imara.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley.
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Mari-Indus [(Kalabagh-Bannu) and Laki-Pezu. Tank-Manzai.
	..		..		..		Total—12.

(*a*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1936.				Track mileage open on 31st March 1936.			
				Single line.	Double line	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon— .	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	35·63	3·85	298·20
	Lucknow-Bareilly . .	3′ 3⅜″	12-10-84	310·90	1·16	..	312·06	313·22	62·71	12·15	388·08
	Total—13 .			569·62	1·16	..	570·78	571·94	98·34	16·00	686·28
14	South Indian — . . .	5′ 6″	23-5-60	599·14	..	..	599·14	599·14	136·70	2·41	738·25
	Shoranur Cochin . .	5′ 6″	**24-10-34	65·01	..	..	65·01	65·01	11·68	*0·82	*77·51
	South Indian . . .	3′ 3⅜″	15-7-61	1,486·30	4·84	15·55	1,506·69	1,542·63	316·15	16·69	1,875·47
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal .	3 3⅜″	14-3-98	14·65	..	..	14·65	14·65	2·12	..	16·77
	Podanur-Pollachi . . .	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	..	29·46
	Pondicherry . . .	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·18	10·17
	Tinnevelly-Tiruchendur .	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section) .	3′ 3⅜″	1-6-02	50·33	..	..	50·33	147·97	22·25	0·59	170·81
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Mettappur-Hosur . . .	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·32	..	77·63
	Tirupattur-Krishnagiri . .	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·44	..	27·82
	Total—14 .			2,511·79	4·84	15·55	2,532·18	2,568·12	510·96	20·69	3,099·77
	Total Class I .			34,674·65	3,537·61	155·16	38,367·42	42,331·48	9,777·50	1,161·46	53,270·44

*Includes 0·42 miles of M. Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ 3⅜″ gauge first opened on 2nd June 1902).

for the year 1935-36—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
Agastiyampalli point Calimere	5·39	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	.	State lines.	Moappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krisenagiri.
	5·39		..		..		Total—14
	86·73		..		..		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

(*a*) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement* — CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1936.	TRACK MILEAGE OPEN ON 31ST MARCH 1936.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·39	224·96	Line subsidized by the Government of India.*
2	Bengal Dooars	3′ 3⅜″	15-1-93	39·50	39·50	7·68	47·18	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·16	121·16	17·75	133·91	Line subsidized by the Government of India.*
	Total—2			160·66	160·66	25·43	186·09	
3	Bhavnagar State	3′ 3⅜″	20-12-80	307·01	307·01	54·34	361·35	Indian State Lines
4	Bikaner State	3′ 3⅜″	9-12-91	795·85	795·85	81·47	877·32	Indian State Lines
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·70	61·77	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·69	100·13	Branch line under rebate terms.
	Total—5			146·51	146·51	15·39	161·90	
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	29·47	115·49	Line subsidized by Local Government.
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	24·32	29·82	Unassisted Company's line.
	Total—6			91·52	91·52	53·79	145·31	
7	Gaekwar's Baroda State	3′ 3⅜″	21-3-87	255·12	255·12	34·33	289·45	
	Khijadiya-Dhari†	3′ 3⅜″	1-3-13	37·46	37·46	4·59	42·05	
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	54·86	387·92	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	Indian State lines.
	Total—7			648·31	648·31	95·80	744·11	
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	17·33	123·57	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·16	46·16	9·84	56·00	
	Total—8			152·40	152·40	27·17	179·57	
9	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	65·92	65·92	3·73	69·65	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3⅜″	8-4-97	‡54·22	‡54·22	12·89	67·11	
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	4·77	41·98	
	Total— 9			157·35	157·35	21·39	178·74	Indian State lines.
10	Junagad State	3′ 3⅜″	1-9-88	210·60§	210·60§	24·24	234·84	
11	Morvi	3′ 3⅜″	4-3-05	132·26	132·26	29·86	162·12	
12	Mysore	3′ 3⅜″	1-2-81	321·90	321·90	42·77	364·67	
	Bangalore-Chik Ballapur Light	2′ 6″	6-4-15	38·63	38·63	4·96	107·16	Line guaranteed by Indian State.
	Kolar District	2′ 6″	15-12-13	63·57	63·57			Indian State line.
	Tarikere Narasimharajapura	2′ 0″	22-5-15	26·60	26·60	2·62	29·22	Indian State line.
	Total—12			450·70	450·70	50·35	501·05	
13	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·23	102·73	Line subsidized by the Government of India*.
	Total Class II			3,548·24	3,548·24	511·85	4,060·09	

* Receives land only from Government.
† Taken over from Gondal Railway on 1st April 1934.
‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.
§ Includes 0·73 mile of Dungarpur quarry line and 0·53 mile of Veraval Dock Estate worked for goods traffic only.

for the year 1935-36—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*a*)		UNDER CONSTRUCTION. (*b*)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita.
	..		..		..	Total—6.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	Prachi Road to Kodinar.	16·10	Khijadiya-Dhari.
	..		..		16·10	
	..		..	..	..	Gaekwar's Baroda State.
..	..		..	..	..	Bodeli Chhota Udaipur.
	..		..		16·10	Total—7.
..	..	..	..	Kunkavav-Bagasra	12·50	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
	..		..		12·50	Total—8.
..	..	..	..	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		..		..	Total—9.
Talala. to Sasangir	*10·83	..	..	Sasangir to Visavadar.	18·62	Junagad State.
	*10·83		..		18·62	Total—10.
..	..	..	..	..	..	Morvi—11.
..	..	..	..	Anandapuram—Sagara.	16·22	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura.
	..		..		16·22	Total—12.
..	..	..	..		..	Shahdara (Delhi)-Saharanpur Light.
	10·83		..		63·44	Total Class II.

(*a*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*b*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

* For Goods traffic only.

8.—*Mileage Statement*

CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1936.	TRACK MILEAGE OPEN ON 31ST MARCH 1936.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·36	70·52	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·43	67·76	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·08	57·32	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	2·97	35·97	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·50	76·50	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	8·00	33·51	Line subsidized by the Government of India.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·34	325·26	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·89	50·76	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Companies' lines.
16	Jessore Jhenidah	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	
17	Jorhat (Provincial)	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.
18	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
19	Kulasekarapatnam Light	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
20	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.
21	Porbandar State	3′ 3⅜″	1-10-89	†41·29	†41·29	8·45	49·74	Indian State line.
22	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.
23	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·14	2·51	Unassisted Company's line.
24	Udaipur-Chitorgarh	3′ 3⅜″	1-8-95	145·64	145·64	18·58	164·22	Indian State line
	TOTAL CLASS III	..	..	1,202·72	1,204·13	130·41	1,334·54	

* Includes ·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1·55 miles of Porbandar Dock Estate line and 3·70 miles of Ranwao quarry line worked for goods traffic.
§ Receives Land only from Government.

for the year 1935-36—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1935-36.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1936.				Name of Railway
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa
..	..	..	0·21	..	..	Arrah-Sasaram.
..	..	..	..	..	..	Bankura-Damcodar River.
..	..	..	0·32	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..		..	Total—5
..	..	..	..	..	..	Bukhtiarpur-Bihar Light
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	0·07	..	..	Howrah-Amta Light.
..	..	..	0·29	..	..	Howrah-Sheakhala Light,
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulasekarapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Porbandar State.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	Trivellore Light.
Khambhighat-Phulad Jn.	13·25	..	..	..	..	Udaipur-Chitorgarh.
	13·25		0·89		..	TOTAL CLASS III

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely are not shown.

9.—*Description of Class I Railways worked during the year 1935-36.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal-Nagpur	2,522·8	410	*Nil*	8·11	215·0	894·2	200·7	1,318·0	2·30	1 in 60	5·75	1,000	16·0	14·3
Bombay, Baroda & Central India.	1,258·2	256	*Nil*	1·35	0·61	262·1	95·1	359·2	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	899·7	236	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,447·5	757	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·80
Great Indian Peninsula.	3,544·9	508	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 34	9·55	600	20·4	15·6
Madras and Southern Mahratta.	1,157·2	253	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·96 (c)	720 (c)	22·8	9·72
Nizam's State	688·1	101	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40	1,300	18·9 (i)	20·2 (i)
North Western	6,259·1	958	109·7	122·0	225·1	250·4	227·6	934·8	2·75	1 in 25	12·6	455	12·2	13·7
South Indian	797·7	154	*Nil*	33·4	65·7	135·5	55·2	289·8	1·16	1 in 62	7·16	800	34·8	24·6
Total	21,575·2	3,633	130·7	226·3	854·4	3,303·8	1,278·3	5,793·5						
3′ 3⅜″ GAUGE.														
Assam Bengal	1,328·7	300	10·3	47·8	31·2	182·3	39·8	311·4	10·1	(d) 1 in 37	15·0	382	14·8	35·2
Bengal and North Western.	2,189·7	365	0·11	1·52	3·16	9·11	8·73	22·6	0·11	1 in 50	8·73	656	10·0	7·96
Bombay, Baroda & Central India.	2,207·2	344	3·40	0·48	19·4	393·9	235·2	652·3	3·40	1 in 40	(e) 8·00	(e) 716	9·55	10·3
Burma	2,059·9	457	105·9	47·9	109·6	240·1	186·4	689·9	3·50	1 in 25	17·0	337	15·4	37·3
Eastern Bengal	1,072·1	213	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·4	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	1,033·7	161	0·51	*Nil*	1·55	236·1	72·3	310·4	0·51	1 in 50	8·00	716	8·57	11·3
Madras and Southern Mahratta.	2,078·1	321	14·2	53·4	628·9	392·7	115·9	1,205·1	1·42	1 in 40	12·0	479	20·3	33·7
Nizam's State	659·8	110	*Nil*	*Nil*	6·68	350·6	174·8	532·1	0·78	1 in 100	5·00	1,146	10·7	8·53
Rohilkund and Kumaon.	562·0	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31 (h)	1 in 70	12·0 (f)	479	8·70	8·22 (g)
South Indian	1,766·7	436	24·0	35·3	90·8	368·7	137·1	655·9	1·51	1 in 13	11·5	500	17·9	16·0
Total	15,023·6	2,812	158·8	191·9	903·7	2,228·7	1,044·1	4,527·0						
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur	926·3	143	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·5	64	*Nil*	3·95	29·2	35·8	11·2	80·1	0·35	1 in 75	9·00	478	18·3	40·1
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	44	*Nil*	1·81	60·8	63·4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
North Western	685·8	90	109·4	42·8	97·5	85·5	41·2	376·4	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total	2,216·6	370	109·9	125·6	352·9	409·1	124·3	1,121·7						
GRAND TOTAL	38,815·4	6,815	399·4	543·8	2,111·0	5,941·6	2,446·7	11,442·2						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	3,575·52	659
	Class III Railways	1,221·05	344

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9·56° and radius = 610 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).

(g) The figure is for plain section the figure for ghat section being 322·4°.

(h) The steepest gradient worked on other than the Nilgiri Mountain Rly. is 1 in 53 and the length 0·31 mile.

(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal Landi Khana Sections (closed to traffic) not excluded, while calculating the results.

10.—Statement of Equipment showing the actual stock running on **Class I Railways** *on the 31st March 1936.*

A.—LOCOMOTIVES AND RAIL MOTORS, ETC.—*By gauges.*

Railway.	Locomotives.						Rail motors.			Steam coaches.			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ GAUGE.																
Bengal-Nagpur	607	63	670	..	20,499,960	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	326	35	361	(*d*)2	9,420,472	10,000	..	..	..	..	..	..	40	..	4,800	71
Eastern Bengal	228	74	302	..	7,545,076	..	..	..	..	..	..	..	..	..	..	..
East Indian	1,189	395	1,584	..	37,303,861	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	655	73	728	65	19,085,157	2,048,000	..	..	..	..	..	..	53	..	4,388	67
Madras and Southern Mahratta.	243	58	301	..	7,469,424	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	81	4	85	..	2,122,026	..	..	..	..	..	..	..	..	..	..	..
North Western	1,127	†111	†1,238	2	32,605,028 (*a*)	58,352	1	7	..	7	30	525	..	..	..	..
South Indian	147	6	153	..	3,386,092	..	..	..	..	..	..	..	..	..	..	..
Total	4,603	819	5,422	69	139,437,096	2,116,352	1	7	..	12	90	1,015	93	..	9,188	69
3′ 3⅜″ GAUGE.																
Assam-Bengal	185	19	204	..	2,932,122	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	378	14	392	..	5,033,348	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	396	65	461	..	7,055,802	..	..	..	..	3	36	307	..	..	..	..
Burma	300	89	389	..	7,022,184	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	210	2	212	..	3,352,934	..	..	..	..	2	..	56	..	..	..	..
Jodhpur	103	4	107	..	1,391,490	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	350	5	355	..	5,900,319	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	75	12	87	..	1,281,885	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	73	3	76	..	1,012,983	..	..	..	..	..	..	..	..	..	..	..
South Indian	320	67	387	(*b*) 6	5,439,856	41,600 (*c*)	3	..	220	..	..	..	24	481	550	38
Total	2,390	280	2,670	6	40,472,923	41,600	3	..	220	7	36	587	24	481	550	38
2′ 6″ GAUGE.																
Bengal-Nagpur	101	14	115	..	1,550,557	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	7	19	26	..	225,640	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	10	10	..	37,969	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western	68	33	101	..	1,454,058	..	6	70	..	3	..	108	1	16	..	13
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	196	89	285	..	3,722,093	..	6	70	..	6	18	204	1	16	..	13

† Includes one Petrol Locomotive.
(*a*) Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.
(*b*) Includes 2 Battery Tenders.
(*c*) For 4 Electric Locomotives only.
(*d*) One of these was in the process of reconditioning during the year 1935-36.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1936*—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	473	189	340	4,576	40,014	19	96	..	72	54
Bombay, Baroda and Central India	(a) 447	(b) 1,506	(c) 5,569	..	(d) 41,960	27	..	64	..	1,378
Eastern Bengal	231	379	51	318	27,377	16	85	24	72	444
East Indian	1,184	889	1,920	10,416	** 110,491	302	228	285	..	††16,454
Great Indian Peninsula	*659	1,241	1,559	82	†63,719	6	..	..	..	300
Madras and Southern Mahratta	208	80	300	..	23,140	(k) 161	..	205	..	7,254
Nizam's State	43	..	..	..	5,586	25	12	132	..	927
North Western	1,053	208	427	3,717	106,595	124	14	396	229	4,587
South Indian	141	78	104	..	13,838	..	..	..	..	..
Total	4,439	4,570	10,270	19,109	432,720	680	435	1,106	373	31,398
3′ 3⅜″ GAUGE.										
Assam-Bengal	227	..	..	..	15,970	..	..	..	..	..
Bengal and North Western	436	11	..	665	38,840	(g) 604	186	336	1,352	22,000
Bombay, Baroda and Central India	653	120	60	..	51,495	199	378	600	..	2,624
Burma	431	44	..	..	30,085	72	48	48	..	2,340
Eastern Bengal	311	223	..	540	21,177	(i) 48	96	..	112	947
Jodhpur	72	8	..	..	5,556	58	33	88	312	668
Madras and Southern Mahratta	307	48	243	..	20,140	108	72	144	..	2,610
Nizam's State	50	..	..	..	4,569	(j) 44	54	216	..	1,407
Rohilkund and Kumaon	67	..	..	..	6,204	(h) 105	96	78	70	3,142
South Indian	(e)780	712	514	..	(f) 50,431	5	..	..	..	160
Total	3,334	1,171	817	1,205	244,467	1,243	963	1,510	1,846	35,898

* Includes 100 bogies Electric Stock.
(a) Includes 120 bogies Electric Stock.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 8,720 III class seats of Electric Stock.
**Includes 769 seats for servants in Higher class stock and 14,976 seats in 144 Replaced vehicles running as Mela Stock.
††Includes 20 seats for servants in Higher class stock.
† Includes 10,716 third class seats of Electric Stock.
(e) Includes 48 Trailer Electric Coaches.
(f) Includes 3,456 third class seats of Electric Stock.
(g) Includes 383 six-wheelers.
(h) Includes 29 six-wheelers.
(i) Includes 8 six-wheelers.
(j) Six-wheeled.
(k) Includes 4 six wheelers.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1936*—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ GAUGE.
(*n*)145	1,456	2,512	1,463	1,466	15	84	152	17	29	Bengal Nagpur.
108	1,404	2,535	150	2,007	9	54	18	..	..	Bombay, Baroda and Central India.
240	1,960	3,012	9,388	8,351	12	80	116	54	72	Eastern Bengal.
500	3,167	6,751	10,514	‡‡13,923	§§16	116	173	..	¶8	East Indian.
‡315	§2,973	§5,874	1,813	§7,692	..	..	..	..	..	Great Indian Peninsula.
148	518	1,753	2,199	6,296	27	94	164	91	133	Madras and Southern Mahratta.
25	254	716	..	452	4	24	51	..	..	Nizam's State.
682	4,248	5,714	11,542	29,051	68	510	615	..	15	North Western.
66	720	1,818	..	1,060	..	..	..	..	..	South Indian.
2,229	16,700	30,685	37,069	70,298	151	962	1,289	162	257	Total.
										3′ 3½″ GAUGE.
195	1,240	1,160	1,956	4,348	..	..	..	..	..	Assam Bengal.
78	512	720	1,168	1,212	(*k*) 119	567	576	460	964	Bengal and North Western.
140	1,164	1,566	162	1,801	32	192	192	..	..	Bombay, Baroda and Central India.
167	1,398	2,664	..	1,972	6	36	48	..	..	Burma.
155	1,012	935	1,996	2,711	(*m*)27	144	144	42	42	Eastern Bengal.
47	142	214	782	983	12	33	46	13	..	Jodhpur.
144	510	1,035	1,154	2,787	16	64	96	..	..	Madras and Southern Mahratta.
14	132	304	..	123	‖7	45	96	..	..	Nizam's State.
25	147	216	350	722	(*l*)20	67	69	139	139	Rohilkund and Kumaon.
174	1,147	2,596	177	2,582	4	24	32	..	..	South Indian.
1,139	7,404	11,350	7,745	19,241	243	1,172	1,299	654	1,145	Total.

‡ Includes 50 Bogies Electric Stock.
§ Includes 619 first, 2,021 second and 1,576 third class seats of Electric Stock; and excludes 80 Dining seats.
‖ Six Wheeled.
(*k*) Includes 90 six-wheelers.
(*l*) Includes 6 six-wheelers.
(*m*) Includes 22 six-wheelers.
(*n*) Includes 2 Steam Coaches
§§ Excludes 3 steam coaches shown in statement No. 10-A (page 79).
‡‡ Includes 2,531 seats for servants in Higher class stock.
¶ Represent servants seats in Higher class stock.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1936*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					*Four-wheelers*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur	133	..	..	276	7,628	5	..	..	52	120	..	..	13	390
Bombay, Baroda and Central India.	93	16	..	1,482	4,970	..	..	..	..	..	..	..	15	480
Eastern Bengal	199	..	..	880	17,097	3	..	..	40	77	..	..	2	72
East Indian	509	26	46	738	30,974	12	..	..	..	499	..	..	24	609
Great Indian Peninsula	241	118	238	21	11,981	..	..	..	..	..	58	†3,200	29	(c)990
Madras and Southern Mahratta.	139	..	..	..	8,309	13	..	..	..	298	..	..	5	142
Nizam's State	17	..	..	..	656	2	..	..	..	72	..	..	..	..
North Western	500	548	549	1,615	23,011	..	..	..	..	..	18	1,152	34	856
South Indian	108	72	144	..	6,481	..	..	..	..	..	..	..	2	64
Total	1,939	780	977	5,012	111,107	35	..	..	92	1,066	76	4,352	124	3,603
3′ 3⅜″ GAUGE.														
Assam Bengal	147	..	..	1,434	4,022	37	..	..	..	148	..	..	2	46
Bengal and North Western	44	..	..	..	2,114	(a)22	..	..	..	552	..	..	*2	24
Bombay, Baroda and Central India.	192	..	..	..	9,984	..	..	..	..	..	..	..	5	(b)160
Burma	223	100	48	..	9,487	7	..	..	..	131	..	..	3	61
Eastern Bengal	153	..	..	138	6,170	4	..	..	..	63	..	..	2	30
Jodhpur	63	..	..	..	3,460	4	..	..	..	86	..	..	4	66
Madras and Southern Mahratta.	134	..	..	168	4,418	155	..	..	..	1,992	..	..	..	..
Nizam's State	21	..	128	..	578	*5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon	22	..	..	53	1,151	*1	..	..	13	19	..	..	1	25
South Indian	312	..	..	..	15,949	1	..	..	..	22	..	..	8	150
Total	1,311	100	176	1,793	57,333	236	..	..	13	3,181	..	..	27	562

* Six-wheeled.

† 84 first class and 3,116 third class.

(a) Includes 14 six-wheelers.

(b) Includes 72 Dining seats of 6 Bogie composite 1st, 2nd and Dining Cars included in the number 140 shown under column 12, page 81.

(c) Excludes 211 seats for servants.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
..	..	..	..	6	30	..	..	809	Bengal Nagpur.
1	7	..	..	13	156	*10	111	723	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	708	Eastern Bengal.
15	44	..	..	24	155	§2	4	2,588	East Indian.
5	17	..	..	22	246	..	..	1,335	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	709	Madras and Southern Mahratta.
†11	55	5	12	6	46	..	..	138	Nizam's State.
27	118	..	..	23(b)	110	..	..	2,529	North Western.
2	18	..	..	2	16	..	..	321	South Indian.
65	269	6	14	102	790	14	127	9,860	Total.
									3′ 3⅜″ GAUGE.
1	2	1	5	1	3	..	..	611	Assam-Bengal.
1	2	‡2	4	..	..	(a)14	22	1,322	Bengal and North Western.
6	22	1	1	16	94	1	2	1,245	Bombay, Baroda and Central India.
3	4	..	..	15	(d)105	..	..	927	Burma.
2	4	..	..	2	5	..	..	704	Eastern Bengal.
..	..	..	..	..	..	..	..	260	Jodhpur.
2	4	..	..	1	6	4	12	871	Madras and Southern Mahratta.
4	29	‡1	4	1	3	‡1	4	148	Nizam's State.
..	..	..	..	..	..	(c)3	4	244	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,289	South Indian.
21	71	5	14	39	254	23	44	7,621	Total.

* Includes 3 six wheelers.
† Includes 3 first class State carriages.
‡ Six-wheeled
§One of these has been converted into a shikari car.
(a) Includes 6 six-wheelers.
(b) Tourist cars.
(c) Includes 1 six-wheeler.
(d) Excluding 122 3rd class seats.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1936*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal-Nagpur	..	..	28	..	84	41	246	7	58
Bombay, Baroda and Central India	..	..	..	..	57	25	150	76	2
Eastern Bengal	3	..	..	..	38	38	228	118	59
East Indian	..	..	4	14	231	153	918	44	41
Great Indian Peninsula	9	..	2	..	58	91	516	26	290
Madras and Southern Mahratta	..	..	..	4	41	27	162	101	1
Nizam's State	..	..	..	1	10	13	78	..	*10
North Western	16	..	..	..	118	158	948	157	(a) 433
South Indian	5	..	..	..	24	17	102	52	..
Total	33	..	34	19	661	563	3,348	581	894
3′ 3⅜″ GAUGE									
Assam-Bengal	9	30	..	..	27	12	48	5	43
Bengal and North-Western	..	..	..	..	21	30	120	..	(b) 3
Bombay, Baroda and Central India	..	..	..	..	57	77	308	23	†6
Burma	30	..	..	..	71	17	68	31	156
Eastern Bengal	5	..	..	1	36	31	124	81	42
Jodhpur	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	33	34	136	44	14
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	7	12	48	6	7
South Indian	11	..	5	..	43	44	104	10	13
Total	55	30	8	1	303	277	1,036	207	289

* Includes 2 State Vehicles (a dynamo van and a kitchen and third class bogie).
† Includes 3 Insulated cars.
(*a*) Includes 169 Cold Storage Vans and 23 Insulated Fruit Vans.
(*b*) Includes 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1936*—contd.

B.—COACHING STOCK—*Broad and Metre gauges*—concld.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.					
No.	No.		(Cols. 46, 58 to 60.)	No.	Berths.	
58	59	60	61	62	63	64
						5′ 6″ GAUGE.
..	..	218	1,027	154	124 (c)	Bengal Nagpur.
30	7	160	920	20	40	Bombay, Baroda and Central India.
..	12	256	976	61	121 (d)	Eastern Bengal.
..	84	487	3,159	347	268	East Indian.
15	29	476	1,855	197	322	Great Indian Peninsula.
..	46	174	929	91	308	Madras and Southern Mahratta.
..	9	34	‡181	11	22	Nizam's State.
..	120	882	3,531	252	487	North Western.
..	..	98	419	31	22	South Indian.
45	307	2,785	12,997	1,164	1,714	Total.
						3′ 3¾″ GAUGE.
..	..	126	737	120	309	Assam Bengal.
..	(h)163	54	1,539	(i)32	48	Bengal and North Western.
28	3	163	1,439	30	52	Bombay, Baroda and Central India.
..	..	305	1,232	74	148	Burma.
..	20	196	920	81	106 (e)	Eastern Bengal.
4	10	22	296	44	98	Jodhpur.
..	..	125	996	112	124	Madras and Southern Mahratta.
..	15	18	(f)181	(k)25	(g)18	Nizam's State.
..	..	35	279	(j)13	17	Rohilkund and Kumaon.
..	..	126	1,415	60	79	South Indian.
32	211	1,170	9,034	591	999	Total.

‡ Includes 18 units of State Stock for private use.
(c) Excludes 16 chairs.
(d) Excluding those of one Inspection Car, and nn electric charging van.
(e) Excluding those of 1 tender to saloon, and 1 electric charging van, 1 Inspection car, and one cinema car.
(f) Includes 7 units of State Stock for private use.
(g) Excluding 718 third class seats.
(h) Includes 123 six-wheelers.
(i) Includes 8 six-wheelers and 1 bogie.
(j) Includes 5 six-wheelers.
(k) Includes 15 workmen train Carriages.

10.—Statement of Equipment showing the actual stock running on

C.—Goods

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal-Nagpur .	..	7,138	..	..	151,021	..	13,096	..	..	288,293	..	67
Bombay, Baroda & Central India.	624	5,058	..	..	121,260	172	1,909	..	..	44,922	..	..
Eastern Bengal .	1,146	5,791	..	2	137,341	83	57	1	2	2,577	199	299
East Indian .	(*b*)500	32,740	6	2	659,987	109	14,108	22	4	299,575	248	2
Great Indian Peninsula.	2,278	8,666	..	1,056	262,720	467	2,734	..	215	74,603	630	185
Madras & Southern Mahratta.	678	3,648	..	..	92,250	42	947	..	73	25,291	64	360
Nizam's State .	..	(*a*) 949	..	..	20,455	..	935	..	..	20,536	..	211
North Western .	74	22,517	193	104	513,547	28	2,344	..	101	55,158	11	1,716
South Indian .	..	1,507	..	..	33,928	..	615	..	..	13,824	..	..
Total .	5,300	88,014	199	1,164	1,992,509	901	36,745	23	395	824,779	1,152	2,840

Railway	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ Gauge												
Assam-Bengal .	625	3,925	100	..	51,460	17	..	44	..	1,050	..	..
Bengal & North-Western.	4,071	5,497	956	..	120,691	..	..	..	..	..	441	550
Bombay, Baroda & Central India.	69	5,184	419	95	75,816	219	128	463	14	12,366	..	389
Burma . .	..	6,384	..	193	88,553	..	..	..	..	..	..	935
Eastern Bengal .	1,031	2,040	647	808	70,607	..	10	..	12	451	220	192
Jodhpur . .	..	1,513	494	101	24,228	..	..	..	..	..	..	97
Madras & Southern Mahratta.	320	3,289	2,111	42	81,694	..	789	172	31	15,646	18	..
Nizam's State .	..	979	..	..	12,550	..	*75	..	..	771	..	253
Rohilkund and Kumaon.	309	1,278	874	..	34,158	..	..	30	..	540	2	217
South Indian .	724	1,237	1,635	45	54,025	206	346	176	346	16,514	..	..
Total .	7,149	31,326	7,236	1,284	613,782	442	1,348	885	403	47,338	681	2,633

* Includes 20 high sided wagons coupled to goods brake vans, and 2 are being utilised as temporary water tanks.

(*a*) 20 of these are being used as coaching vehicles.

(*b*) The decrease of 435 as compared with figures for the previous year is due to 431 wagons being condemned and replaced, and 4 F.W. replaced wagons being condemned and broken up.

Class I Railways on the 31st March 1936—Broad and Metre gauges—contd.

Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
..	..	1,310	32	10	262	569	30	172	1,116	22,492	455	175	79	2	B. N.
36	221	10,006	1,052	13	..	..	30	138	1	9,254	200	518	15	11	B. B. & C. I.
166	..	14,396	..	4	28	87	56	86	103	8,110	91	116	27	9	E. B.
..	..	4,471	109	37	25	406	25	429	365	49,137	1,001	1,193	117	27	E. I.
..	..	13,441	1,564	32	198	70	84	177	29	18,385	571	617	92	21	G. I. P.
..	..	8,563	5	31	99	9	56	93	7	6,117	194	146	29	2	M. & S. M.
..	..	4,461	..	..	10	..	..	..	..	2,105	43	144	5	11	N. S.
6	146	45,206	4	49	78	437	100	412	†206	28,526	352	404	114	20	N. W.
..	..	..	..	13	103	12	14	8	4	2,276	65	174	6	..	S. I.
208	367	101,854	2,766	189	803	1,590	395	1,520	1,831	146,402	2,972	3,487	484	103	Total

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3⅜″ GAUGE.
..	..	..	14	1	..	204	116	79	52	5,177	2	597	19	2	A. B.
28	..	10,953	..	..	279	100	20	‡156	1	12,099	130	28	47	1	B. & N. W.
313	..	10,561	958	25	11	175	6	30	24	8,522	148	639	44	..	B. B. & C. I.
..	108	16,233	725	6	192	532	7	58	..	9,140	221	269	114	..	Burma.
24	108	7,809	..	8	87	169	11	55	10	5,432	73	98	28	..	F. B.
70	223	6,749	35	3	..	..	5	17	..	2,558	47	91	2	..	Jodhpur.
136	45	3,847	110	14	148	11	26	63	184	7,509	266	108	39	..	M. & S. M.
..	2	3,071	..	..	20	..	1	3	..	1,333	37	137	6	2	N. S.
..	..	2,504	..	2	65	40	..	..	7	2,824	62	73	24	1	R. & K.
5	..	95	..	9	10	125	26	99	13	5,002	202	1,595	19	1	S. I.
576	486	61,822	1,842	68	812	1,356	218	560	291	59,596	1,188	3,635	342	7	Total.

† Includes 200 sugar cane trucks.

‡ Includes 150 Molasses trucks purchased during the year.

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1936—concld.

COACHING STOCK—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.) No. (in units).	Seats by Classes. 1st.	2nd.	Inter.	3rd.	Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use. In units.
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE.									
Bengal Nagpur	374	528	547	898	10,098	27	401	29	3
Bombay, Baroda and Central India	68	(*b*)	176	(*b*)	2,835	..	68	..	..
Eastern Bengal	48	66	24	85	1,006	..	48	..	..
Great Indian Peninsula	(*a*) 49	(*b*)	66	..	1,936	2	51	1	..
North Western	298	467	631	849	9,369	62	360	13	..
South Indian	34	40	..	..	783	..	34	1	..
TOTAL	871	1,101	1,444	1,832	26,027	91	962	44	3

GOODS STOCK—(*Narrow gauge*).

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS). Number. (In units).	Total capacity in tons.	Railway service wagons. (In units).	REMARKS.
1	2	3	4	5
2′ 6″ GAUGE				
Bengal Nagpur	*1,988	**30,705	12	
Bombay, Baroda and Central India	‖327	¶4,030	1	
Eastern Bengal	†27	††116	..	
Great Indian Peninsula	‡206	‡‡3,220	29	
North Western	§828	§§1,529	85	
South Indian	78	765	..	
TOTAL	3,454	50,365	127	

* Includes 304 special wagons.
† Includes 6 special wagons.
‡ Includes 5 special wagons.
§ Includes 129 special wagons.
‖ Includes 20 special wagons.
¶ Includes 75 carrying capacity of 20 special wagons.
** Includes 3,404 tons carrying capacity of 304 special wagons.
†† Includes 29 tons carrying capacity of 304 special wagons.
‡‡ Includes 30 tons carrying capacity of 5 special wagons.
§§ Includes 1,048 tons carrying capacity of 129 special wagons.
(*a*) Includes one Bogie third class Diesel Electric Rail Car.
(*b*) Included in next column.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN, EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1935-36.

11.—Statement of net additions to, or reductions in,

Railway.	Locomotives.			Rail motors.		Steam coaches.		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.									Pass
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal Nagpur	—17	..	—199,407	..	..	..	..	..	..	—20	—75
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	11	138
Eastern Bengal	—1	..	34,283	..	..	—1	..	..	..	—80	—227
East Indian	—10	..	111,226	..	..	..	..	..	..	—20	—320
Great Indian Peninsula	—68	..	—1,950,820	..	..	..	..	..	..	—13	—296
Madras and Southern Mahratta	—3	..	—84,222	..	..	..	..	..	..	2	..
Nizam's State	—1	..	300	..	..	..	..	..	..	—3	—24
North Western	6	..	677,466	..	..	..	..	..	..	—18	—52
South Indian	1	..	44,460	..	..	..	..	..	..	4	24
Total	—93	..	—1,366,714	..	..	—1	..	..	..	—137	—832
3′ 3¾″ gauge.											
Assam-Bengal	—1	..	5,755	..	..	..	..	..	..	—12	—6
Bengal and North Western	6	..	136,364	..	..	..	..	..	..	10	30
Bombay, Baroda and Central India	—5	..	249	..	..	..	..	..	..	—25	—12
Burma	..	..	124,479	..	..	..	..	..	..	—76	..
Eastern Bengal	—2	..	—10,218	..	..	..	..	..	..	—28	—18
Jodhpur	..	..	2,075	..	..	..	..	..	..	13	12
Madras and Southern Mahratta	—4	..	5,033	..	..	..	..	..	..	—3	4
Nizam's State	..	..	—39,408	..	..	..	..	..	..	—6	—42
Rohilkund and Kumaon	..	..	..	..	..	..	..	..	..	—5	..
South Indian	—1	..	5,649	..	..	..	..	..	..	13	66
Total	—7	..	229,978	..	..	..	..	..	..	—119	34
2′ 6″ & 2′ 0″ gauges.											
Bengal-Nagpur	..	..	..	..	..	..	..	..	..	—5	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	—1	..
Eastern Bengal	..	..	420	..	..	..	..	..	..	—5	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
North Western	3	..	52,996	..	..	..	..	..	..	—3	—3
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	3	..	53,416	..	..	..	..	..	..	—14	—3

equipment of ***Class I Railways*** *during the year 1935-36—(By gauges).*

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages. Seats.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons		Special wagons including brake vans (in units).	Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).					
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
—26	—65	—1,433	—9	355	7,711	—129	—2,423	—31	23	19	..	Bengal Nagpur.
298	—516	1,288	1	—142	—1,900	—61	—1,291	153	..	7	2	Bombay, Baroda and Central India.
—222	—1,342	—4,582	12	371	8,671	—15	—252	5	..	..	..	Eastern Bengal.
—156	—317	—1,474	—9	—771	—11,622	375	11,019	59	11	—23	..	East Indian.
184	—3	—541	—42	342	8,116	—112	—1,884	—112	—30	—23	—1	Great Indian Peninsula.
6	—24	288	—2	100	2,279	128	5,683	5	—11	—59	..	Madras and Southern Mahratta.
—108	..	—271	..	—8	—166	—39	—696	—2	1	—1	..	Nizam's State.
—164	—414	—6,951	—18	—97	—3,133	—43	—1,069	—31	9	—16	..	North Western.
80	..	..	..	..	..	..	..	16	..	14	..	South Indian.
—108	—2,681	—13,676	—67	150	9,956	104	9,087	62	3	—82	1	Total.
												3′ 3⅜″ GAUGE.
—6	18	—278	12	—18	—142	—20	—200	10	..	1	..	Assam-Bengal.
36	—36	580	..	—14	—163	197	2,370	149	..	..	..	Bengal and North Western.
—12	..	—499	9	—8	72	—13	—265	71	..	3	..	Bombay, Baroda and Central India.
..	..	—3,695	—8	—58	—668	—100	—1,725	—149	..	—130	..	Burma.
—24	—90	—733	—13	354	8,209	59	1,138	12	..	—8	..	Eastern Bengal.
28	110	417	..	99	1,792	..	5	—12	—6	2	..	Jodhpur.
72	708	—1,012	..	—180	—458	—42	543	—36	—12	—11	..	Madras and Southern Mahratta.
—29	..	3	..	—1	—15	1	16	..	..	—1	..	Nizam's State.
..	..	—344	5	181	2,202	—5	—40	—1	..	15	..	Rohilkund and Kumaon.
262	..	540	7	—97	—761	—19	—133	10	—3	—7	..	South Indian.
327	710	—5,021	12	258	10,068	58	1,709	54	—21	—136	..	Total.
												2′ 6″ & 2′ 0″ GAUGES.
..	..	—224	..	—1	53	—13	—129	..	..	..	..	Bengal Nagpur.
..	..	—710	..	9	129	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	—116	..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	..	—1	..	Great Indian Peninsula.
—5	17	—94	..	10	261	—10	—95	—8	—1	—3	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—5	17	—1,144	..	18	443	—23	—224	—8	—1	—4	..	Total.

12.—Statement of Passenger Revenue Statistics of

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passengers carried 1st. 9	2nd. 10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1934-35*	*20,8*	*103,3*	*1,539,0*	*14,524,5*	*16,187,6*	*552,8*	*23,8*	*114,0*
	1935-36	21,2	106,1	1,529,9	14,838,6	16,495,8	521,7	24,5	117,4
Bombay, Baroda and Central India	*1934-35*	*41,0*	*1,670,6*	*64,0*	*54,035,3*	*55,810,9*	*2,287,6*	*49,3*	*1,752,3*
	1935-36	29,9	1,612,1	63,1	55,174,7	56,879,8	2,518,7	49,3	1,670,2
Eastern-Bengal	*1934-35*	*42,8*	*180,7*	*1,328,0*	*24,938,0*	*26,489,5*	*1,058,4*	*47,6*	*196,1*
	1935-36	40,3	204,1	1,404,8	26,358,2	28,007,4	1,005,7	45,1	220,0
East Indian	*1934-35*	*55,3*	*374,2*	*3,634,1*	*52,587,9*	*56,651,5*	*2,527,6*	*64,8*	*408,6*
	1935-36	55,7	367,1	3,644,1	52,990,9	57,057,8	2,566,3	65,4	402,9
Great Indian Peninsula	*1934-35*	*59,2*	*829,4*	*88,2*	*47,073,6*	*48,050,4*	*2,000,8*	*72,0*	*876,0*
	1935-36	55,9	770,7	90,3	48,440,5	49,357,4	2,066,9	68,7	817,1
Madras and Southern Mahratta	*1934-35*	*8,5*	*69,1*	*157,9*	*14,003,7*	*14,239,2*	*3,906,0*	*16,9*	*111,0*
	1935-36	11,0	114,0	281,9	16,715,4	17,122,3	937,4	17,2	144,5
Nizam's State	*1934-35*	*3,7*	*30,6*	*2,1*	*3,111,6*	*3,148,0*	*343,4*	*5,7*	*44,1*
	1935-36	3,8	28,4	2,4	3,021,4	3,056,0	333,6	6,0	39,8
North-Western	*1934-35*	*44,6*	*303,5*	*1,954,9*	*61,741,0*	*64,044,0*	*1,065,1*	*51,2*	*326,0*
	1935-36	42,4	295,6	1,889,6	61,205,3	63,432,9	1,082,8	49,0	319,0
South Indian	*1934-35*	*4,9*	*80,9*	*Nil*	*13,118,7*	*13,204,5*	*932,6*	*8,3*	*100,2*
	1935-36	5,7	92,7	Nil	12,553,2	12,651,6	703,2	8,6	110,5
TOTAL 5′ 6″ GAUGE	*1934-35*	*280,8*	*3,642,3*	*8,768,2*	*285,134,3*	*297,825,6*	*14,674,3*	*339,6*	*3,928,3*
	1935-36	265,9	3,590,8	8,906,1	291,298,2	304,061,0	11,736 3	333,8	3,841,4
3′ 3⅜″ GAUGE.									
Assam Bengal	*1934-35*	*10,0*	*39,2*	*283,2*	*9,654,1*	*9,986,5*	*256,3*	*11,8*	*42,4*
	1935-36	9,4	38,7	291,3	10,413,8	10,753,2	273,6	11,1	42,0
Bengal and North Western	*1934-35*	*12,5*	*84,4*	*352,5*	*27,529,9*	*27,979,3*	*904,0*	*13,5*	*88,7*
	1935-36	13,9	87,2	383,1	29,667,3	30,151,5	1,040,9	14,9	91,8
Bombay, Baroda and Central India	*1934-35*	*11,2*	*82,3*	*10,5*	*20,443,7*	*20,547,7*	*2,473,4*	*17,2*	*122,5*
	1935-36	8,6	82,5	8,8	20,426,9	20,526,8	2,525,7	14,6	124,3
Burma	*1934-35*	*24,6*	*254,9*	*Nil*	*20,456,6*	*20,736,1*	*Nil*	*24,6*	*254,9*
	1935-36	23,1	265,1	Nil	20,271,0	20,559,2	Nil	23,1	265,1

Class I Railways for the years 1934-35 and 1935-36.

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,562,5	*15,040,1*	*16,740,4*	*19,124,9*	*5,412*	*16,524*	*63,473*	*717,642*	*803,051*	Bengal Nagpur.
1,553,9	15,321,7	17,017,5	19,589,3	6,020	17,937	60,083	730,433	814,473	
69,7	*56,227,2*	*58,098,5*	*82,033,2*	*8,386*	*38,437*	*14,421*	*1,093,318*	*1,154,562*	Bombay, Baroda and Central India.
68,0	57,611,0	59,398,5	84,164,8	8,961	40,884	13,929	1,110,079	1,173,853	
1,378,0	*25,926,2*	*27,547,9*	*36,578,5*	*3,776*	*10,953*	*36,795*	*612,669*	*664,193*	Eastern Bengal.
1,451,4	27,296,6	29,013,1	39,368,2	3,817	11,766	35,375	615,288	666,246	
3,709,3	*54,996,4*	*59,179,1*	*59,179,1*	*15,188*	*53,073*	*180,621*	*3,058,953*	*3,307,835*	East Indian.
3,719,5	55,436,3	59,624,1	59,624,1	14,865	52,524	183,284	3,084,508	3,335,181	
127,3	*48,975,9*	*50,051,2*	*50,667,4*	*16,510*	*48,750*	*21,277*	*1,617,932*	*1,704,469*	Great Indian Peninsula.
129,9	50,408,6	51,424,3	52,058,5	16,910	50,128	22,450	1,733,129	1,822,617	
209,1	*17,808,2*	*18,145,2*	*30,429,5*	*3,906*	*13,047*	*17,715*	*659,005*	*693,673*	Madras and Southern Mahratta.
292,8	17,605,2	18,059,7	30,533,2	4,070	17,128	18,470	643,869	683,537	
3,8	*3,437,8*	*3,491,4*	*7,997,3*	*828*	*4,305*	*573*	*154,995*	*160,701*	Nizam's State.
4,2	3,339,6	3,389,6	7,852,2	893	4,457	616	162,052	168,018	
1,985,3	*62,746,6*	*65,109,1*	*65,886,0*	*12,171*	*45,072*	*103,141*	*2,778,592*	*2,938,976*	North Western.
1,919,8	62,227,9	64,515,7	65,333.0	12,045	45,534	101,153	2,777,059	2,935,791	
Nil	*14,028,6*	*14,137,1*	*57,720,9*	*1,017*	*6,714*	*Nil*	*310,748*	*318,479*	South Indian.
Nil	13,235,7	13,354,8	52,317,3	1,307	8,711	Nil	323,976	333,994	
9,045,0	*299,187,0*	*312,499,9*		*67,194*	*236,875*	*438,016*	*11,003,854*	*11,745,939*	TOTAL 5′ 6″ GAUGE.
9,139,5	302,482,6	315,797,3		68,888	249,069	435,360	11,180,393	11,933,710	
									3′ 3⅜″ GAUGE.
296,2	*9,892,4*	*10,242,8*	*10,242,8*	*958*	*2,449*	*13,197*	*248,569*	*265,173*	Assam Bengal.
305,2	10,668,5	11,026,8	11,026,8	958	2,552	13,780	281,306	298,596	
366,0	*28,415,1*	*28,883,3*	*28,883,3*	*1,401*	*6,781*	*21,314*	*1,019,542*	*1,049,038*	Bengal and North Western.
400,0	30,685,7	31,192,4	31,192,4	1,506	7,190	23,838	1,096,215	1,128,749	
17,0	*22,864,4*	*23,021,1*	*	*2,086*	*11,505*	*1,060*	*973,493*	*988,144*	Bombay, Baroda and Central India.
14,3	22,899,3	23,052,5	*	2,093	12,354	821	976,946	992,214	
Nil	*20,456,6*	*20,736,1*	*20,736,1*	*2,819*	*10,581*	*Nil*	*457,660*	*471,060*	Burma.
Nil	20,271,0	20,559,2	20,559,2	2,715	10,924	Nil	468,352	481,991	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passen 1st. 9	2nd. 10
3′ 3⅜″ GAUGE—*concld.*									
Eastern Bengal	*1934-35*	*7,1*	*34,7*	*340,0*	*8,011,6*	*8,393,4*	*1,168,7*	*12,1*	*47,8*
	1935-36	7,8	38,5	297,1	9,367,3	9,710,7	1,214,3	13,1	52,5
Jodhpur	*1934-35*	*2,2*	*21,1*	*117,0*	*3,303,4*	*3,443,7*	*346,8*	*3,4*	*28,3*
	1935-36	2,3	24,7	151,8	3,900,2	4,079,0	368,7	3,7	32,9
Madras and Southern Mahratta.	*1934-35*	*5,3*	*75,3*	*42,8*	*12,222,6*	*12,346,0*	*703,9*	*7,1*	*86,4*
	1935-36	5,1	79,5	50,6	12,453,0	12,588,2	704,0	7,0	92,6
Nizam's State	*1934-35*	*2,8*	*37,6*	*Nil*	*4,485,5*	*4,525,9*	*200,4*	*3,3*	*40,7*
	1935-36	2,5	30,1	Nil	4,413,3	4,445,9	160,8	2,9	32,7
Rohilkund and Kumaon	*1934-35*	*3,2*	*18,5*	*55,6*	*6,358,4*	*6,435,7*	*187,7*	*4,3*	*23,5*
	1935-36	3,0	18,3	58,0	6,340,3	6,419,6	208,1	3,9	23,6
South Indian	*1934-35*	*18,6*	*340,0*	*4,8*	*43,471,9*	*43,835,3*	*1,077,2*	*26,3*	*363,0*
	1935-36	17,3	310,5	4,8	38,673,3	39,005,9	825,7	25,8	322,8
TOTAL 3′ 3⅜″ GAUGE	*1934-35*	*97,5*	*988,0*	*1,206,4*	*155,937,7*	*158,229,6*	*7,318,4*	*123,6*	*1,098,2*
	1935-36	93,0	975,1	1,245,5	155,926,4	158,240,0	7,321,8	120,1	1,080,3
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	*1934-35*	*8*	*7,6*	*59,6*	*2,459,8*	*2,527,8*	*146,0*	*1,3*	*10,9*
	1935-36	8	7,7	55,0	2,632,8	2,696,3	138,6	1,4	11,2
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*3,5*	*Nil*	*1,900,4*	*1,903,9*	*108,0*	*Nil*	*4,3*
	1935-36	Nil	3,3	Nil	1,903,8	1,907,1	124,3	Nil	4,1
Eastern Bengal	*1934-35*	..	*2,1*	*4,2*	*586,2*	*592,5*	*96,3*	*1*	*2,6*
	1935-36	..	2,2	2,1	568,4	572,7	66,3	..	2,7
Great Indian Peninsula	*1934-35*	*	*1,1*	*	*692,0*	*693,1*	*82,6*	*	*1,4*
	1935-36	*	1,2	*	716,9	718,1	85,2	*	1,6
North Western	*1934-35*	*2,3*	*9,0*	*24,6*	*916,4*	*952,3*	*162,1*	*3,8*	*13,5*
	1935-36	2,4	9,7	22,5	952,0	986,6	161,3	3,8	14,5
South Indian	*1934-35*	*1*	*Nil*	*Nil*	*286,0*	*286,1*	*20,3*	*2*	*Nil*
	1935-36	1	Nil	Nil	242,5	242,6	35,8	1,0	Nil
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1934-35*	*3,2*	*23,3*	*88,4*	*6,840,8*	*6,955,7*	*615,3*	*5,4*	*32,7*
	1935-36	3,3	24,1	79,6	7,016,4	7,123,4	611,5	6,2	34,1
TOTAL CLASS I RAILWAYS	*1934-35*	*381,5*	*4,653,6*	*10,063,0*	*447,912,8*	*463,010,9*	*22,608,0*	*468,6*	*5,059,2*
	1935-36	362,2	4,590,0	10,231,2	454,241,0	469,424,4	19,669,6	460,1	4,955,8

*Included in the next column.

Class I Railways for the years 1934-35 and 1935-36—contd.

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3⅜″ GAUGE—*concld.*
382,0	*9,120,2*	*9,562,1*	†	*1,138*	*2,979*	*10,942*	*332,844*	*347,903*	Eastern Bengal.
338,3	10,521,1	10,925,0	†	1,238	3,104	10,187	367,363	381,892	
121,7	*3,637,1*	*3,790,5*	*3,790,5*	*355*	*2,825*	*4,928*	*170,639*	*178,747*	Jodhpur.
157,0	4,254,1	4,447,7	4,447,7	428	3,218	5,735	187,903	197,284	
49,4	*12,907,0*	*13,049,9*	†	*1,193*	*6,368*	*4,623*	*427,168*	*439,352*	Madras and Southern Mahratta.
56,7	13,135,9	13,292,2	†	1,411	11,623	5,252	483,314	501,600	
Nil	*4,682,3*	*4,726,3*	†	*411*	*2,905*	*Nil*	*159,929*	*163,245*	Nizam's State.
Nil	4,571,1	4,606,7	†	363	2,760	Nil	163,607	166,730	
59,4	*6,536,2*	*6,623,4*	*6,623,4*	*423*	*2,034*	*2,660*	*167,952*	*173,069*	Rohilkund and Kumaon.
62,0	6,538,2	6,627,7	6,627,7	400	2,004	2,607	168,901	173,912	
4,8	*44,518,4*	*44,912,5*	†	*2,236*	*15,467*	*804*	*979,844*	*998,351*	South Indian.
4,9	39,478,1	39,831,6	†	2,325	17,207	774	903,778	924,084	
1,296,5	*163,029,7*	*165,548,0*		*13,020*	*63,894*	*59,528*	*4,937,640*	*5,074,082*	TOTAL 3′ 3⅜″ GAUGE.
1,338,4	163,023,0	165,561,8		13,437	72,936	62,994	5,097,685	5,247,052	
									2′ 6″ AND 2′ 0″ GAUGES.
69,5	*2,592,1*	*2,673,8*	†	*67*	*618*	*2,356*	*78,233*	*81,274*	Bengal-Nagpur.
65,0	2,757,3	2,834,9	†	70	607	2,206	80,784	83,667	
Nil	*2,007,6*	*2,011,9*	†	*Nil*	*98*	*Nil*	*27,576*	*27,674*	Bombay, Baroda and Central India.
Nil	2,027,3	2,031,4	†	Nil	98	Nil	27,809	27,907	
5,1	*681,0*	*688,8*	†	..	*34*	*45*	*5,999*	*6,078*	Eastern Bengal.
2,8	633,5	639,0	†	..	36	26	5,696	5,758	
*	*774,3*	*775,7*	†	*	*36*	*	*12,339*	*12,375*	Great Indian Peninsula.
*	801,7	803,3	†	*	43	*	12,143	12,186	
28,9	*1,068,2*	*1,114,4*	†	*228*	*758*	*853*	*33,046*	*34,885*	North Western.
27,3	1,102,3	1,147,9	†	216	831	909	33,660	35,616	
Nil	*306,2*	*306,4*	†	*6*	*Nil*	*Nil*	*4,822*	*4,828*	South Indian.
Nil	277,4	278,4	†	163	Nil	Nil	7,235	7,398	
103,5	*7,429,4*	*7,571,0*		*301*	*1,544*	*3,254*	*162,015*	*167,114*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
95,1	7,599,5	7,734,9		449	1,615	3,141	167,327	172,532	
10,445,0	*469,646,1*	*485, 18,9*	*479,802,9*	*80,515*	*302,313*	*500,798*	*16,103,509*	*16,987,135*	TOTAL CLASS I RAILWAYS.
10,573,0	473,105,1	489,094,0	484,694,4	82,774	323,620	501,495	16,445,405	17,353,294	

(a) See note (a) on page 93.

† Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ GAUGE.						
Bengal Nagpur	*1934-35*	*227·9*	*145·0*	*40·6*	*47·7*	*47·1*
	1935-36	245·8	152·7	38·7	47·7	47·9
Bombay, Baroda and Central India	*1934-35*	*170·1*	*21·9*	*207·0*	*19·4*	*19·9*
	1935-36	181·6	24·5	204·9	19·3	19·8
Eastern Bengal	*1934-35*	*79·4*	*55·9*	*26·7*	*23·6*	*24·1*
	1935-36	84·7	53·5	24·4	22·5	23·0
East Indian	*1934-35*	*234·0*	*130·0*	*49·0*	*56·0*	*56·0*
	1935-36	227·0	130·0	49·0	56·0	56·0
Great Indian Peninsula	*1934-35*	*229·2*	*55·6*	*167·2*	*33·0*	*34·1*
	1935-36	246·0	61·3	172·9	34·4	35·4
Madras and Southern Mahratta	*1934-35*	*231·1*	*117·5*	*84·7*	*37·0*	*38·2*
	1935-36	236·6	118·5	63·1	36·6	37·8
Nizam's State	*1934-35*	*144·5*	*97·6*	*150·9*	*45·1*	*46·0*
	1935-36	148·5	112·1	147·3	48·5	49·6
North Western	*1934-35*	*237·5*	*138·3*	*52·0*	*44·3*	*45·1*
	1935-36	245·8	142·7	52·7	44·6	45·5
South Indian	*1934-35*	*123·1*	*67·0*	*Nil*	*22·2*	*22·5*
	1935-36	148·2	70·1	Nil	22·8	23·3
TOTAL 5′ 6″ GAUGE	*1934-35*	*197·6*	*60·3*	*48·4*	*36·8*	*37·6*
	1935-36	206·4	64·8	47·6	37·0	37·8
3′ 3⅜″ GAUGE.						
Assam Bengal	*1934-35*	*81·6*	*57·8*	*44·6*	*25·1*	*25·9*
	1935-36	85·9	60·8	45·2	26·3	27·1
Bengal and North Western	*1934-35*	*103·8*	*76·4*	*58·2*	*35·9*	*36·3*
	1935-36	101·4	78·3	59·6	35·7	36·2
Bombay, Baroda and Central India	*1934-35*	*121·4*	*93·9*	*62·1*	*42·6*	*42·9*
	1935-36	143·1	99·4	57·6	42·7	43·0
Burma	*1934-35*	*114·7*	*41·5*	*Nil*	*22·4*	*22·7*
	1935-36	117·6	41·2	Nil	23·1	23·4

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over to or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1934-35 and 1935-36—contd.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
5,20	*7,54*	*12,49*	*1,21,41*	*1,46,64*	*18·4*	*8·76*	*3·78*	*3·25*	*3·51*	Bengal-Nagpur.
5,68	8,08	12,38	1,22,64	1,48,78	18·1	8·65	3·96	3·22	3·51	
7,34	*15,83*	*4,12*	*1,76,69*	*2,03,98*	*16·8*	*7·91*	*5·49*	*3·10*	*3·39*	Bombay, Baroda and Central India.
7,61	16,81	4,01	1,78,65	2,07,08	16·3	7·89	5·53	3·08	3·38	
3,29	*5,75*	*7,76*	*1,01,41*	*1,18,21*	*16·7*	*10·1*	*4·05*	*3·17*	*3·41*	Eastern-Bengal.
3,32	6,10	7,19	1,00,87	1,17,48	16·7	9·95	3·90	3·14	3·38	
12,79	*20,58*	*34,18*	*4,34,92*	*5,02,47*	*16·2*	*7·45*	*3·63*	*2·73*	*2·91*	East Indian.
12,11	20,17	34,36	4,36,47	5,03,11	15·6	7·37	3·60	2·71	2·89	
16,28	*23,26*	*7,17*	*2,73,80*	*3,20,51*	*18·9*	*9·16*	*6·47*	*3·25*	*3·61*	Great Indian Peninsula.
16,71	24,02	7,46	2,85,26	3,33,45	19·0	9·20	6·38	3·16	3·51	
4,51	*6,93*	*5,38*	*1,19,56*	*1,36,38*	*22·2*	*10·2*	*5·83*	*3·48*	*3·77*	Madras and Southern Mahratta.
4,42	7,25	5,41	1,15,58	1,32,66	20·9	8·13	5·62	3·45	3·73	
84	*2,18*	*18*	*27,46*	*30,66*	*19·5*	*9·73*	*6·14*	*3·40*	*3·66*	Nizam's State.
91	2,23	19	28,50	31,83	19·7	9·58	6·08	3·38	3·64	
10,41	*19,34*	*24,49*	*4,06,76*	*4,61,00*	*16·4*	*8·24*	*4·56*	*2·81*	*3·01*	North Western.
10,34	19,59	23,99	4,08,59	4,62,51	16·5	8·26	4·55	2·82	3·02	
1,11	*3,65*	*Nil*	*54,95*	*59,71*	*18·4*	*9·51*	*Nil*	*3·27*	*3·45*	South Indian.
1,36	4,09	Nil	53,88	59,33	18·4	9·18	*Nil*	3·28	3·49	
61,77	*1,05,06*	*95,77*	*17,16,96*	*19,79,56*	*17·7*	*8·52*	*4·20*	*3·00*	*3·24*	Total 5′ 6″ gauge.
62,46	1,08,34	94,99	17,30,44	19,96,23	17·4	8·35	4·19	2·97	3·21	
										3′ 3⅜″ gauge.
1,29	*1,57*	*3,32*	*48,31*	*54,49*	*25·8*	*12·3*	*4·80*	*3·72*	*3·94*	Assam Bengal.
1,28	1,61	3,44	51,27	57,60	25·6	12·1	4·77	3·49	3·69	
90	*2,40*	*3,91*	*1,22,24*	*1,29,45*	*11·5*	*6·54*	*3·40*	*2·24*	*2·31*	Bengal and North Western.
1,01	2,54	4,32	1,31,64	1,39,51	12·1	6·52	3·35	2·24	2·31	
2,08	*5,92*	*25*	*1,67,66*	*1,75,91*	*19·2*	*9·88*	*4·55*	*3·31*	*3·42*	Bombay, Baroda and Central India.
2,06	6,31	19	1,69,44	1,78,00	18·9	9·81	4·48	3·33	3·44	
2,83	*4,60*	*Nil*	*80,99*	*88,42*	*19·3*	*8·34*	*Nil*	*3·39*	*3·60*	Burma.
2,75	4,73	Nil	84,08	91,56	19·4	8·30	Nil	3·44	3·64	

12.—*Statement of Passenger Revenue Statistics of* **Class I Railways**

Railway. 21	Year. 22	Average number of miles a passenger was carried.* 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1934-35*	*94·5*	*62·3*	*28·6*	*36·5*	*36·4*
	1935-36	94·2	59·1	30·1	34·9	35·0
Jodhpur	*1934-35*	*104·2*	*99·8*	*40·5*	*46·9*	*47·2*
	1935-36	115·2	97·8	36·5	44·2	44·4
Madras and Southern Mahratta	*1934-35*	*168·0*	*73·7*	*93·6*	*33·1*	*33·7*
	1935-36	201·6	125·5	92·6	36·8	37·7
Nizam's State	*1934-35*	*125·6*	*71·3*	*Nil*	*34·2*	*34·5*
	1935-36	122·8	84·4	Nil	35·8	36·2
Rohilkund and Kumaon	*1934-35*	*99·4*	*86·6*	*44·8*	*25·7*	*26·1*
	1935-36	101·8	85·0	42·1	25·8	26·2
South Indian	*1934-35*	*85·1*	*42·6*	*165·9*	*22·0*	*22·2*
	1935-36	85·9	45·2	159·3	21·4	21·7
TOTAL 3′ 3⅜″ GAUGE	*1934-35*	*105·0*	*58·2*	*45·9*	*30·3*	*30·7*
	1935-36	111·9	67·5	47·1	31·3	31·7
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1934-35*	*52·4*	*56·4*	*33·9*	*30·2*	*30·4*
	1935-36	51·0	54·0	33·9	29·3	29·5
Bombay, Baroda and Central India	*1934-35*	*Nil*	*23·1*	*Nil*	*13·7*	*13·8*
	1935-36	Nil	23·6	Nil	13·7	13·7
Eastern Bengal	*1934-35*	*7·21*	*13·0*	*8·71*	*8·81*	*8·82*
	1935-36	6·30	13·0	9·11	8·99	9·01
Great Indian Peninsula	*1934-35*	†	*25·8*	†	*15·9*	*16·0*
	1935-36	†	27·2	†	15·1	15·2
North-Western	*1934-35*	*59·6*	*56·2*	*29·5*	*30·9*	*31·3*
	1935-36	57·4	57·1	33·3	30·5	31·0
South Indian	*1934-35*	*24·0*	*Nil*	*Nil*	*15·8*	*15·8*
	1935-36	28·3	Nil	Nil	15·0	15·0
TOTAL 2 6″ AND 2′ 0″ GAUGES	*1934-35*	*60·2*	*46·8*	*31·3*	*21·8*	*22·1*
	1935-36	72·4	47·4	33·0	22·0	22·3
TOTAL CLASS I RAILWAYS	*1934-35*	*171·7*	*59·8*	*47·9*	*34·3*	*35·0*
	1935-36	179·9	65·3	47·4	34·8	35·5

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Included in the next column.

for the years 1934-35 and 1935-36—concld.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						
										3′ 3⅜″ gauge—*concld.*
99	*1,56*	*2,31*	*55,06*	*59,92*	*16·6*	*9·95*	*4·01*	*3·16*	*3·28*	Eastern Bengal.
1,08	1,61	2,06	60,23	64,98	16·6	9·89	3·84	3·12	3·24	
42	*1,63*	*1,28*	*33,55*	*36,88*	*22·7*	*11·1*	*4·98*	*3·78*	*3·96*	Jodhpur.
50	1,86	1,49	36,89	40,74	22·6	11·1	4·98	3·77	3·96	
1,22	*3,42*	*1,43*	*78,57*	*84,64*	*19·6*	*10·3*	*5·94*	*3·53*	*3·70*	Madras and Southern Mahratta.
1,22	3,54	1,60	77,41	83,77	16·6	5·85	5·85	3·08	3·21	
36	*1,18*	*Nil*	*24,83*	*26,37*	*16·6*	*7·76*	*Nil*	*2·98*	*3·10*	Nizam's State.
31	1,11	Nil	25,35	26,77	16·2	7·73	Nil	2·98	3·08	
45	*1,02*	*59*	*21,90*	*23,96*	*20·4*	*9·66*	*4·27*	*2·50*	*2·66*	Rohilkund and Kumaon.
43	1,00	60	21,80	23,83	20·8	9·62	4·42	2·48	2·63	
2,67	*7,27*	*32*	*1,73,23*	*1,83,49*	*18·2*	*8·71*	*7·63*	*3·33*	*3·45*	South Indian.
3,05	6,97	31	1,49,00	1,59,33	19·9	8·94	7·64	3·30	3·44	
13,21	*30,57*	*13,41*	*8,06,34*	*8,63,53*	*19·5*	*9·19*	*4·33*	*3·14*	*3·27*	Total 3′ 3⅜″ gauge.
13,69	31,28	14,01	8,07,11	8,66,09	19·6	8·23	4·27	3·04	3·17	
										2′ 6″ and 2′ 0″ gauges.
7	*29*	*49*	*11,93*	*12,78*	*18·4*	*8·99*	*4.01*	*2·93*	*3·02*	Bengal-Nagpur.
7	28	48	11,83	12,66	18·2	8·98	4·17	2·81	2·90	
Nil	*9*	*Nil*	*4,55*	*4,64*	*Nil*	*16·3*	*Nil*	*3·17*	*3·22*	Bombay, Baroda and Central India.
Nil	8	Nil	4,62	4,70	Nil	15·5	Nil	3·19	3·23	
..	*3*	*1*	*1,14*	*1,18*	*16·9*	*13·8*	*4·04*	*3·66*	*3·72*	Eastern Bengal.
..	3	..	1,05	1,08	15·2	14·1	3·55	3·55	3·61	
†	*2*	†	*3,04*	*3,06*	†	*13·1*	†	*4·72*	*4·75*	Great Indian Peninsula.
†	3	†	2,89	2,92	†	13·3	†	4·58	4·61	
52	*62*	*44*	*8,78*	*10,36*	*43·6*	*15·8*	*9·94*	*5·10*	*5·70*	North-Western.
50	73	50	8,76	10,49	44·1	17·0	10·5	5·00	5·65	
1	*Nil*	*Nil*	*85*	*86*	*17·0*	*Nil*	*Nil*	*3·42*	*3·43*	South Indian.
2	Nil	Nil	77	79	19·6	Nil	Nil	3·41	3·43	
60	*1,05*	*94*	*30,29*	*32,88*	*38·3*	*13·1*	*5·55*	*3·59*	*3·78*	Total 2′ 6″ and 2′ 0″ gauges.
59	1,15	98	29,92	32,64	25·2	13·7	5·99	3·43	3·63	
75,58	*1,36,68*	*1,10,12*	*25,53,59*	*28,75,97*	*18·0*	*8·68*	*4·22*	*3·04*	*3·25*	Total Class I Railways.
76,74	1,40,77	1,09,98	25,67,47	28,94,96	17·8	8·35	4·21	3·00	3·20	

13.—*Statement of Goods Revenue Statistics of* Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1934-35*	*4,973*	*1,188*	*791*	*667*	*6,205*	*13,824*	*1,297*	*15,121*
	1935-36	5,046	1,211	875	804	6,926	14,862	1,570	16,432
Bombay, Baroda and Central India.	*1934-35*	*1*	*Nil*	*13*	*274*	*2,606*	*2,894*	*2,136*	*5,030*
	1935-36	1	Nil	12	260	2,556	2,829	2,116	4,945
Eastern Bengal	*1934-35*	*5*	..	*3*	*353*	*2,469*	*2,830*	*2,524*	*5,354*
	1935-36	9	1	3	219	1,920	2,152	2,513	4,665
East Indian	*1934-35*	*8,067*	*2,186*	*1,607*	*1,168*	*7,172*	*20,200*	*3,575*	*23,775*
	1935-36	8,035	2,065	1,497	944	7,891	20,432	3,702	24,134
Great Indian Peninsula	*1934-35*	*707*	*69*	*552*	*1,002*	*4,476*	*6,806*	*3,272*	*10,078*
	1935-36	778	69	551	1,043	4,560	7,001	3,249	10,250
Madras and Southern Mahratta.	*1934-35*	*63*	..	*2*	*499*	*1,350*	*1,914*	*1,723*	*3,637*
	1935-36	61	Nil	1	483	1,236	1,781	1,862	3,643
Nizam's State	*1934-35*	*311*	*269*	*143*	*181*	*385*	*1,289*	*513*	*1,802*
	1935-36	319	247	186	270	309	1,331	486	1,817
North-Western (Commercial).	*1934-35*	*20*	*1*	*20*	*1,971*	*6,126*	*8,138*	*4,114*	*12,252*
	1935-36	12	1	20	1,916	6,908	8,857	4,227	13,084
North-Western (Military)	*1934-35*	*56*	*Nil*	*5*	*172*	*877*	*1,110*	*921*	*2,031*
	1935-36	52	Nil	1	197	1,202	1,452	966	2,418
North-Western (Total)	*1934-35*	*76*	*1*	*25*	*2,143*	*7,003*	*9,248*	*3,370*	*12,618*
	1935-36	64	1	21	2,113	8,110	10,309	3,406	13,715
South Indian	*1934-35*	*12*	*Nil*	*1*	*194*	*1,059*	*1,266*	*607*	*1,873*
	1935-36	19	Nil	2	246	1,315	1,582	523	2,105
TOTAL 5′ 6″ GAUGE	*1934-35*	*14,215*	*3,713*	*3,137*	*6,481*	*32,725*	*60,271*	*(a)19,017*	*(a)79,288*
	1935-36	14,332	3,594	3,148	6,382	34,823	62,279	(a) 19,427	(a) 81,706
3′ 3⅜″ GAUGE.									
Assam Bengal	*1934-35*	*29*	*1*	*12*	*355*	*1,122*	*1,519*	*364*	*1,883*
	1935-36	28	2	10	105	1,113	1,258	335	1,593
Bengal and North Western	*1934-35*	*7*	*Nil*	*52*	*567*	*3,076*	*3,702*	*1,512*	*5,214*
	1935-36	7	Nil	44	634	3,151	3,836	1,384	5,220
Bombay, Baroda and Central India.	*1934-35*	*1*	*Nil*	*6*	*336*	*1,170*	*1,513*	*2,116*	*3,629*
	1935-36	1	Nil	8	317	1,184	1,510	2,183	3,693
Burma	*1934-35*	*45*	*Nil*	*203*	*1,455*	*2,472*	*4,175*	*Nil*	*4,175*
	1935-36	50	Nil	208	1,223	2,502	3,983	Nil	3 983

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1934-35 and 1935-36 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
5,474	*1,263*	*791*	*760*	*6,833*	*15,121*	*15,495*	*11,110*	*270*	Bengal-Nagpur.
5,561	1,353	878	897	7,743	16,432	16,789	12,101	330	
744	*21*	*225*	*580*	*3,460*	*5,030*	*7,575*	*3,942*	*298*	Bombay, Baroda and Central India.
772	19	238	552	3,364	4,945	7,497	3,730	262	
1,141	*142*	*283*	*430*	*3,358*	*5,354*	*6,287*	*4,223*	*571*	Eastern Bengal.
1,164	112	272	318	2,799	4,665	5,779	3,667	549	
8,829	*2,553*	*1,607*	*1,787*	*8,999*	*23,775*	*23,775*	*16,244*	*1,203*	East Indian.
8,939	2,407	1,497	1,598	9,693	24,134	24,134	16,733	1,183	
1,486	*353*	*839*	*1,586*	*5,814*	*10,078*	*10,115*	*7,278*	*737*	Great Indian Peninsula.
1,562	325	808	1,625	5,930	10,250	10,274	7,388	717	
188	*191*	*356*	*883*	*2,019*	*3,637*	*5,582*	*2,718*	*303*	Madras and Southern Mahratta.
190	339	352	820	1,942	3,643	5,538	2,590	464	
336	*268*	*143*	*412*	*643*	*1,802*	*2,238*	*728*	*313*	Nizam's State.
350	247	186	381	653	1,817	2,288	776	296	
1,081	*1*	*1,067*	*2,415*	*7,688*	*12,252*	†	*10,414*	†	North-Western (Commercial).
1,079	1	1,027	2,386	8,591	13,084	†	11,117	†	
183	*Nil*	*128*	*306*	*1,414*	*2,031*	†	*1,088*	†	North-Western (Military).
181	..	116	331	1,790	2,418	†	1,445	†	
1,114	*1*	*1,065*	*2,406*	*8,032*	*12,618*	*12,730*	*11,502*	*155*	North-Western (Total).
1,105	1	1,028	2,383	9,198	13,715	13,823	12,562	163	
17	*Nil*	*101*	*428*	*1,327*	*1,873*	*4,892*	*1,409*	*143*	South Indian.
23	Nil	136	422	1,524	2,105	5,209	1,640	85	
(a) *19,329*	(a) *4,792*	(a) *5,410*	(a) *9,272*	(a) *40,485*	(a) *79,288*		*59,154*	*3,993*	TOTAL 5′ 6″ GAUGE.
(a) 19,666	(a) 4,803	(a) 5,395	(a) 8,996	(a) 42,846	(a) 81,706		61,187	4,049	
									3′ 3⅜″ GAUGE.
114	*8*	*108*	*386*	*1,267*	*1,883*	*1,883*	*1,582*	*8*	Assam-Bengal.
103	11	91	134	1,254	1,593	1,593	1,261	11	
413	*1*	*277*	*890*	*3,633*	*5,214*	*5,214*	*4,532*	*50*	Bengal and North-Western.
342	..	266	852	3,760	5,220	5,220	4,493	65	
258	*74*	*217*	*713*	*2,367*	*3,629*	*	*2,151*	*748*	Bombay, Baroda and Central India.
282	83	215	677	2,436	3,693	*	2,086	797	
45	*Nil*	*203*	*1,455*	*2,472*	*4,175*	*4,175*	*4,175*	*Nil*	Burma.
50	Nil	208	1,223	2,502	3,983	3,983	3,983	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shewn under 5′ 6″ gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*concld.*									
Eastern Bengal	*1934-35*	*1*	*Nil*	*5*	*167*	*892*	*1,065*	*1,227*	*2,292*
	1935-36	Nil	Nil	7	280	881	1,168	1,124	2,292
Jodhpur	*1934-35*	..	*Nil*	*3*	*90*	*613*	*706*	*360*	*1,066*
	1935-36	Nil	Nil	4	154	812	970	388	1,358
Madras and Southern Mahratta.	*1934-35*	*23*	*14*	*154*	*455*	*1,082*	*1,728*	*834*	*2,562*
	1935-36	7	13	119	448	1,097	1,684	731	2,415
Nizam's State	*1934-35*	..	*Nil*	..	*194*	*216*	*410*	*282*	*692*
	1935-36	Nil	Nil	Nil	171	261	432	249	681
Rohilkund and Kumaon	*1934-35*	*Nil*	*Nil*	*41*	*79*	*1,137*	*1,257*	*174*	*1,431*
	1935-36	Nil	Nil	45	84	1,186	1,315	187	1,502
South Indian	*1934-35*	*81*	*Nil*	*121*	*772*	*2,200*	*3,174*	*378*	*3,552*
	1935-36	79	Nil	15	710	2,243	3,047	469	3,516
TOTAL 3′3⅜″ GAUGE	*1934-35*	*187*	*15*	*597*	*4,470*	*13,890*	*19,249*	*(a) 7,247*	*(a) 26,496*
	1935-36	172	15	460	4,126	14,430	19,203	(a) 7,050	(a) 26,253
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1934-35*	*43*	*1*	*50*	*97*	*343*	*534*	*145*	*679*
	1935-36	33	1	45	93	471	613	142	785
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*Nil*	*1*	*21*	*159*	*181*	*60*	*241*
	1935-36	Nil	Nil	Nil	21	187	208	56	264
Eastern Bengal	*1934-35*	..	*Nil*	*Nil*	..	*3*	*3*	*1*	*4*
	1935-36	Nil	Nil	Nil	Nil	2	2	1	3
Great Indian Peninsula	*1934-35*	*Nil*	*Nil*	*Nil*	*15*	*80*	*95*	*67*	*162*
	1935-36	*Nil*	Nil	Nil	13	64	77	73	150
North-Western (Commercial)	*1934-35*	*59*	*Nil*	*18*	*72*	*106*	*255*	*122*	*377*
	1935-36	70	..	14	74	96	254	129	383
North-Western (Military)	*1934-35*	..	..	*3*	*1*	*25*	*29*	*37*	*66*
	1935-36	Nil	..	2	1	41	44	40	84
North-Western (Total)	*1934-35*	*59*	..	*21*	*73*	*131*	*284*	*139*	*423*
	1935-36	70	..	16	75	137	298	148	446
South Indian	*1934-35*	*Nil*	*Nil*	..	*12*	*20*	*32*	*22*	*54*
	1935-36	Nil	Nil	Nil	8	19	27	17	44
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1934-35*	*102*	*1*	*72*	*218*	*736*	*1,129*	*(a) 434*	*(a) 1,563*
	1935-36	103	1	61	210	880	1,255	(a) 437	(a) 1,692
TOTAL CLASS I RAILWAYS	*1934-35*	*14,504*	*3,729*	*3,806*	*11,169*	*47,441*	*80,649*	*(a) 26,698*	*(a)107,347*
	1935-36	14,607	3,610	3,669	10,718	50,133	82,737	(a) 26,914	(a)109,651

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1934-35 and 1935-36 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ GAUGE—*concld.*
250	*120*	*113*	*378*	*1,431*	*2,292*	*	*971*	*619*	Eastern Bengal.
264	90	115	384	1,439	2,292	*	1,019	532	
19	*Nil*	*50*	*269*	*728*	*1,066*	*1,066*	*651*	*148*	Jodhpur.
23	5	60	258	1,012	1,358	1,358	923	151	
52	*56*	*159*	*793*	*1,502*	*2,562*	*	*1,894*	*108*	Madras and Southern Mahratta.
35	25	123	718	1,514	2,415	*	1,865	81	
25	*34*	*36*	*273*	*324*	*692*	*	*367*	*106*	Nizam's State.
29	1	33	244	374	681	*	410	70	
29	*Nil*	*41*	*95*	*1,266*	*1,431*	*1,431*	*1,113*	*2*	Rohilkund and Kumaon.
26	Nil	45	97	1,334	1,502	1,502	1,180	2	
82	..	*176*	*849*	*2,445*	*3,552*	*	*3,190*	*13*	South Indian.
79	..	163	804	2,470	3,516	*	3,260	13	
(a) *1,287*	(a) *293*	(a) *1,380*	(a) *6,101*	(a) *17,435*	(a) *26,496*		*20,626*	*1,802*	Total 3′ 3⅜″ gauge.
(a) 1,233	(a) 215	(a) 1,319	(a) 5,391	(a) 18,095	(a) 26,253		20,480	1,722	
									2′ 6″ and 2′ 0″ gauges.
72	*1*	*53*	*123*	*430*	*679*	*	*514*	*6*	Bengal-Nagpur.
59	2	47	119	558	785	*	490	7	
7	*Nil*	*3*	*37*	*194*	*241*	*	*87*	*4*	Bombay, Baroda and Central India.
6	Nil	1	34	223	264	*	91	3	
..	*Nil*	*Nil*	..	*4*	*4*	*	*2*	*Nil*	Eastern Bengal.
Nil	Nil	Nil	Nil	3	3	*	1	Nil	
16	*Nil*	*Nil*	*29*	*117*	*162*	*	*104*	*Nil*	Great Indian Peninsula.
13	Nil	Nil	34	103	150	*	96	Nil	
72	*Nil*	*18*	*87*	*200*	*377*	*	*199*	†	North-Western (Commercial).
83	..	14	95	191	383	*	205	†	
4	*Nil*	*5*	*8*	*49*	*66*	*	*62*	†	North-Western (Military).
4	..	4	8	68	84	*	53	†	
73	*Nil*	*21*	*93*	*236*	*423*	*	*251*	†	North-Western (Total).
85	..	16	102	243	446	*	258	†	
Nil	*Nil*	..	*22*	*32*	*54*	*	*25*	*Nil*	South Indian.
Nil	Nil	Nil	14	30	44	*	20	Nil	
(a) *168*	(a) *1*	(a) *77*	(a) *304*	(a) *1,013*	(a) *1,563*		*983*	*10*	Total 2′ 6″ & 2′ 0″ gauges.
(a) 163	(a) 2	(a) 64	(a) 303	(a) 1,160	(a) 1,692		956	10	
(a) *20,784*	(a) *5,086*	(a) *6,867*	(a) *15,677*	(a) *58,933*	(a) *107,347*	*102,458*	*80,763*	*5,805*	Total Class I Railways.
(a 21,062	(a) 5,020	(a) 6,778	(a) 14,690	(a) 62,101	(a) 109,651	104,987	82,623	5,781	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not required.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1934-35*	*762,414*	*327,103*	*154,829*	*144,915*	*1,217,942*	*2,607,203*
	1935-36	710,651	376,209	165,892	174,278	1,519,971	2,947,001
Bombay, Baroda and Central India.	*1934-35*	*231,492*	*5,383*	*65,483*	*125,150*	*574,211*	*1,001,719*
	1935-36	238,679	4,902	58,654	113,133	586,770	1,002,138
Eastern Bengal	*1934-35*	*85,730*	*23,337*	*40,266*	*53,418*	*395,849*	*598,600*
	1935-36	83,613	18,376	38,081	34,504	322,434	497,008
East Indian	*1934-35*	*2,275,199*	*1,274,767*	*409,620*	*577,218*	*1,469,921*	*6,006,725*
	1935-36	2,249,473	1,199,142	385,075	485,447	1,569,388	5,888,525
Great Indian Peninsula	*1934-35*	*407,523*	*129,981*	*272,193*	*500,846*	*1,198,360*	*2,509,403*
	1935-36	440,735	122,039	245,919	468,426	1,247,943	2,525,062
Madras and Southern Mahratta	*1934-35*	*27,674*	*106,900*	*98,851*	*153,965*	*306,377*	*693,767*
	1935-36	28,771	192,390	104,787	155,042	310,095	791,085
Nizam's State	*1934-35*	*66,023*	*29,885*	*18,885*	*74,583*	*87,379*	*276,755*
	1935-36	67,945	25,189	16,306	71,071	86,009	266,520
North-Western (Commercial)	*1934-35*	*230,559*	*60*	*385,739*	*533,047*	*1,185,651*	*2,335,056*
	1935-36	234,555	13	360,159	466,126	1,311,595	2,372,448
North-Western (Military)	*1934-35*	*16,115*	..	*20,062*	*25,013*	*127,323*	*188,513*
	1935-36	16,400	2	17,950	26,849	143,249	204,450
North-Western (Total)	*1934-35*	*246,674*	*60*	*405,801*	*558,060*	*1,312,974*	*2,523,569*
	1935-36	250,955	15	378,109	492,975	1,454,844	2,576,898
South Indian	*1934-35*	*1,874*	..	*17,981*	*41,266*	*118,513*	*179,634*
	1935-36	2,406	..	23,923	47,265	134,197	207,791
TOTAL 5′ 6″ GAUGE	*1934-35*	*4,104,603*	*1,897,416*	*1,483,909*	*2,229,421*	*6,682,026*	*16,397,375*
	1935-36	4,073,228	1,938,262	1,416,746	2,042,141	7,231,651	16,702,028
3′ 3½″ GAUGE.							
Assam-Bengal	*1934-35*	*12,341*	*1,315*	*15,144*	*55,358*	*201,142*	*285,300*
	1935-36	11,597	2,227	12,388	19,561	201,682	247,455
Bengal and North Western	*1934-35*	*53,476*	*66*	*41,247*	*99,986*	*463,331*	*658,106*
	1935-36	46,339	Nil	41,346	91,952	455,355	634,992
Bombay, Baroda and Central India	*1934-35*	*37,399*	*14,029*	*53,851*	*162,719*	*415,471*	*683,469*
	1935-36	40,198	17,508	47,177	142,545	445,426	692,854
Burma	*1934-35*	*23,751*	*Nil*	*40,724*	*230,226*	*381,783*	*676,484*
	1935-36	26,211	6	43,485	177,412	395,426	642,540

for the years 1934-35 and 1935-36 (In thousands)—contd

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ GAUGE.
140	*259*	*196*	*191*	*178*	*163*	*173*	Bengal Nagpur.
129	278	189	194	196	158	180	
311	*251*	*291*	*216*	*171*	*309*	*203*	Bombay, Baroda and Central India.
309	259	246	205	182	308	208	
75	*165*	*142*	*124*	*118*	*85*	*112*	Eastern Bengal.
72	164	140	108	115	80	107	
258	*499*	*255*	*323*	*165*	*312*	*253*	East Indian.
252	498	257	304	162	304	244	
274	*368*	*324*	*316*	*208*	*292*	*250*	Great Indian Peninsula.
282	375	304	288	210	298	247	
147	*560*	*278*	*174*	*152*	*355*	*191*	Madras and Southern Mahratta.
151	568	298	189	160	418	217	
197	*111*	*132*	*181*	*136*	*159*	*154*	Nizam's State.
194	102	88	186	133	156	147	
213	*58*	*362*	*221*	*160*	*213*	*195*	North Western (Commercial .
217	20	351	195	157	217	185	
88	*Nil*	*157*	*82*	*92*	*88*	*94*	North Western (Military).
90	30	155	81	82	90	86	
222	*58*	*381*	*232*	*170*	*221*	*205*	North Western (Total).
227	21	368	207	163	227	192	
110	..	*179*	*96*	*89*	*110*	*96*	South Indian.
103	28	177	112	88	103	99	
**212*	**396*	**274*	**240*	**165*	**249*	**207*	TOTAL 5′ 6″ GAUGE.
*207	*404	*263	*227	*169	*246	*204	
							3′ 3⅜″ GAUGE.
109	*172*	*140*	*143*	*159*	*113*	*152*	Assam-Bengal.
113	196	137	145	161	121	155	
129	*123*	*149*	*112*	*128*	*129*	*126*	Bengal and North Western.
136	3	156	108	121	136	122	
145	*191*	*248*	*228*	*176*	*155*	*188*	Bombay, Baroda and Central India.
143	211	219	211	183	158	188	
532	*Nil*	*200*	*158*	*155*	*532*	*162*	Burma.
526	215	208	145	158	526	161	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25 +26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ GAUGE—*concld.*							
Eastern Bengal	*1934-35*	*30,838*	*17,558*	*12,021*	*38,445*	*149,017*	*247,879*
	1935-36	30,922	12,904	11,863	42,342	154,361	252,392
Jodhpur	*1934-35*	*3,786*	*Nil*	*11,014*	*57,467*	*71,606*	*143,873*
	1935-36	4,984	670	13,922	50,265	98,875	168,716
Madras and Southern Mahratta	*1934-35*	*5,669*	*14,704*	*31,648*	*139,366*	*234,782*	*426,169*
	1935-36	3,728	7,279	20,733	126,144	234,453	392,337
Nizam's State	*1934-35*	*4,957*	*6,216*	*6,956*	*37,244*	*34,928*	*90,301*
	1935-36	5,582	256	6,412	34,864	37,588	84,702
Rohilkund and Kumaon	*1934-35*	*1,375*	*Nil*	*1,096*	*6,033*	*91,468*	*99,972*
	1935-36	1,239	Nil	1,174	5,924	92,052	100,389
South Indian	*1934-35*	*5,943*	*6*	*22,915*	*83,864*	*192,572*	*205,300*
	1935-36	5,255	16	32,072	80,503	181,291	299,137
TOTAL 3′ 3⅜″ GAUGE	*1934-35*	*179,535*	*53,894*	*236,616*	*910,708*	*2,236,100*	*3,616,853*
	1935-36	176,055	40,866	230,572	771,512	2,296,509	3,515,514
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1934-35*	*6,340*	*131*	*6,518*	*8,932*	*22,514*	*44,435*
	1935-36	4,650	173	5,090	8,309	26,340	44,562
Bombay, Baroda and Central India.	*1934-35*	*213*	*Nil*	*136*	*985*	*3,475*	*4,809*
	1935-36	185	Nil	29	866	4,522	5,602
Eastern Bengal	*1934-35*	..	*Nil*	*Nil*	*1*	*66*	*67*
	1935-36	Nil	Nil	Nil	1	63	64
Great Indian Peninsula	*1934-35*	*544*	*Nil*	*Nil*	*1,421*	*3,997*	*5,962*
	1935-36	496	Nil	Nil	1,520	3,639	5,655
North Western (Commercial)	*1934-35*	*2,165*	*1*	*694*	*3,241*	*9,014*	*15,115*
	1935-36	2,393	..	621	3,627	8,985	15,626
North Western (Military)	*1934-35*	*217*	..	*442*	*549*	*3,093*	*4,301*
	1935-36	187	..	303	614	4,009	5,113
North Western (Total)	*1934-35*	*2,382*	*1*	*1,136*	*3,790*	*12,107*	*19,416*
	1935-36	2,580	..	924	4,241	12,994	20,739
South Indian	*1934-35*	*Nil*	*Nil*	*2*	*699*	*970*	*1,671*
	1935-36	Nil	Nil	1	483	931	1,415
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1934-35*	*9,479*	*132*	*7,792*	*15,828*	*43,129*	*76,360*
	1935-36	7,911	173	6,044	15,420	48,489	78,037
TOTAL CLASS I RAILWAYS	*1934-35*	*4,293,617*	*1,951,442*	*1,728,317*	*3,155,957*	*8,961,255*	*20,090,588*
	1935-36	4,257,194	1,979,301	1,653,362	2,829,073	9,576,649	20,295,579

for the years 1934-35 and 1935-36 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
							3′ 3⅜″ GAUGE—*concld.*
123	*147*	*106*	*102*	*104*	*131*	*108*	Eastern Bengal.
117	143	103	110	107	124	110	
196	*Nil*	*221*	*213*	*98*	*196*	*135*	Jodhpur.
222	131	231	195	98	205	124	
109	*263*	*199*	*176*	*156*	*189*	*166*	Madras and Southern Mahratta.
106	291	169	175	155	183	162	
197	*185*	*195*	*136*	*108*	*190*	*131*	Nizam's State.
193	185	196	143	101	193	125	
48	*Nil*	*26*	*63*	*72*	*48*	*70*	Rohilkund and Kumaon.
48	Nil	26	61	69	48	67	
73	*52*	*130*	*99*	*79*	*73*	*86*	South Indian.
67	84	197	100	73	67	85	
**139*	**184*	**171*	**149*	**128*	**148*	**137*	TOTAL 3′ 3⅜″ GAUGE.
*143	*190	*175	*143	*127	*150	*134	
							2′ 6″ AND 2′ 0″ GAUGES.
88	*122*	*123*	*73*	*52*	*88*	*65*	Bengal-Nagpur.
78	107	108	70	47	79	57	
31	*Nil*	*47*	*27*	*18*	*31*	*20*	Bombay, Baroda and Central India.
32	Nil	35	25	20	32	21	
..	*Nil*	*Nil*	*18*	*18*	..	*18*	Eastern Bengal.
Nil	Nil	Nil	11	19	..	19	
35	*Nil*	*Nil*	*49*	*34*	*35*	*37*	Great Indian Peninsula.
39	Nil	Nil	44	35	39	38	
30	*40*	*39*	*37*	*46*	*30*	*41*	North Western (Commercial).
29	Nil	44	38	47	29	41	
58	*Nil*	*81*	*72*	*63*	*58*	*65*	North Western (Military).
44	Nil	72	75	60	44	61	
33	*40*	*54*	*41*	*52*	*33*	*46*	North Western (Total).
31	Nil	57	42	54	31	47	
Nil	*Nil*	*21*	*32*	*31*	*Nil*	*31*	South Indian.
Nil	Nil	19	34	31	Nil	32	
**56*	**132*	**101*	**52*	**43*	**57*	**49*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*49	*87	*94	*51	*42	*49	*46	
**207*	**384*	**252*	**201*	**152*	**241*	**187*	TOTAL CLASS RAILWAYS.
*202	*394	*244	*193	*154	*239	*185	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1934-35*	*1,31,44*	*41,76*	*19,76*	*74,05*	*3,14,20*	*5,81,21*
	1935-36	1,27,70	47,50	21,18	87,36	3,55,06	6,38,80
Bombay, Baroda and Central India	*1934-35*	*29,92*	*59*	*6,14*	*52,25*	*3,09,76*	*3,98,66*
	1935-36	29,78	52	5,50	48,41	3,21,08	4,05,29
Eastern Bengal	*1934-35*	*19,46*	*3,50*	*5,88*	*18,62*	*1,63,48*	*2,10,94*
	1935-36	19,01	2,79	5,74	14,69	1,45,00	1,87,23
East Indian	*1934-35*	*3,82,84*	*1,62,76*	*53,07*	*1,58,00*	*5,14,20*	*12,70,87*
	1935-36	3,69,71	1,48,83	49,62	1,33,17	5,53,40	12,54,73
Great Indian Peninsula	*1934-35*	*55,57*	*15,80*	*31,75*	*1,73,53*	*5,49,12*	*8,25,77*
	1935-36	58,49	14,64	28,01	1,79,99	5,63,72	8,44,85
Madras and Southern Mahratta	*1934-35*	*6,30*	*10,55*	*12,21*	*70,49*	*1,50,62*	*2,50,17*
	1935-36	6,51	19,66	13,80	62,60	1,47,92	2,50,49
Nizam's State	*1934-35*	*14,80*	*6,68*	*2,34*	*25,84*	*46,06*	*95,72*
	1935-36	14,75	5,65	2,15	25,20	44,83	92,58
North Western (Commercial)	*1934-35*	*28,88*	*1*	*42,21*	*2,20,93*	*5,90,38*	*8,82,41*
	1935-36	29,36	..	37,92	2,02,80	6,48,68	9,18,76
North Western (Military)	*1934-35*	*2,03*	..	*2,22*	*10,46*	*58,04*	*72,75*
	1935-36	2,07	..	1,88	11,76	58,31	74,02
North Western (Total)	*1934-35*	*30,91*	*1*	*44,43*	*2,31,39*	*6,48,42*	*9,55,16*
	1935-36	31,43	..	39,80	2,14,56	7,06,99	9,92,78
South Indian	*1934-35*	*57*	*Nil*	*2,28*	*24,54*	*70,30*	*97,69*
	1935-36	71	Nil	3,71	27,61	76,04	1,08,07
TOTAL 5′ 6″ GAUGE	*1934-35*	*6,71,81*	*2,41,65*	*1,77,86*	*8,28,71*	*27,66,16*	*46,86,19*
	1935-36	6,58,09	2,39,59	1,69,51	7,93,59	29,14,04	47,74,82
3′ 3½″ GAUGE.							
Assam-Bengal	*1934-35*	*3,56*	*20*	*1,95*	*25,40*	*82,50*	*1,13,61*
	1935-36	3,21	29	1,64	8,54	81,60	95,28
Bengal and North Western	*1934-35*	*12,77*	*1*	*5,60*	*48,17*	*1,51,94*	*2,18,49*
	1935-36	10,63	..	5,64	47,44	1,52,22	2,15,93
Bombay, Baroda and Central India	*1934-35*	*5,57*	*1,72*	*5,05*	*61,08*	*2,23,83*	*2,97,25*
	1935-36	5,86	2,02	4,42	53,79	2,34,88	3,00,97
Burma	*1934-35*	5,08	*Nil*	*5,24*	*1,07,81*	*1,47,22*	*2,65,35*
	1935-36	5,61	Nil	5,62	86,79	1,51,55	2,49,57

for the years 1934-35 and 1935-36 (*In thousands*)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ GAUGE.
3·21	*2·45*	*2·45*	*9·79*	*4·90*	*2·98*	*4·23*	Bengal-Nagpur.
3·35	2·42	2·45	9·60	4·45	3·03	4·12	
2·48	*2·09*	*1·80*	*8·02*	*10·3*	*2·47*	*7·64*	Bombay Baroda and Central India.
2·40	2·04	1·80	8·22	10·5	2·39	7·76	
4·36	*2·88*	*2·81*	*6·69*	*7·93*	*4·04*	*6·77*	Eastern Bengal.
4·37	2·91	2·89	8·18	8·63	4·10	7·23	
3·23	*2·45*	*2·49*	*5·26*	*6·71*	*2·95*	*4·06*	East Indian.
3·15	2·38	2·47	5·27	6·76	2·88	4·09	
2·62	*2·33*	*2·24*	*6·65*	*8·79*	*2·55*	*6·32*	Great Indian Peninsula.
2·55	2·30	2·19	7·38	8·67	2·49	6·42	
4·37	*1·89*	*2·37*	*8·79*	*9·44*	*2·40*	*6·92*	Madras and Southern Mahratta.
4·34	1·96	2·53	7·75	9·16	2·27	6·08	
4·30	*4·29*	*2·38*	*6·65*	*10·1*	*4·30*	*6·64*	Nizam's State.
4·17	4·30	2·54	6·81	10·0	4·20	6·67	
2·40	*1·54*	*2·10*	*7·96*	*9·55*	*2·40*	*7·25*	North Western (Commercial).
2·40	2·82	2·02	8·35	9·49	2·40	7·43	
2·42	*Nil*	*2·12*	*8·03*	*8·74*	*2·42*	*7·40*	North Western (Military).
2·42	2·73	2·01	8·41	7·80	2·42	6·94	
2·40	*1·54*	*2·10*	*7·96*	*9·47*	*2·40*	*7·26*	North Western (Total).
2·40	2·82	2·02	8·34	9·32	2·40	7·40	
5·85	Nil	*2·43*	*11·4*	*11·3*	*5·85*	*10·4*	South Indian.
5·24	2·33	2·48	11·2	10·1	5·24	9·44	
3·14	*2·45*	*2·30*	*7·14*	*7·95*	*2·92*	*5·49*	TOTAL 5′ 6″ GAUGE.
3·10	2·37	2·30	7·46	7·74	2·87	5·49	
							3′ 3⅜″ GAUGE.
5·37	*2·94*	*2·32*	*8·75*	*7·83*	*5·14*	*7·59*	Assam Bengal.
5·15	2·44	2·41	8·36	7·72	4·71	7·33	
4·59	*2·59*	*2·61*	*9·25*	*6·30*	*4·58*	*6·37*	Bengal and North Western.
4·40	1·26	2·62	9·91	6·42	4·40	6·53	
2·86	*2·36*	*1·80*	*7·21*	*10·3*	*2·72*	*8·35*	Bombay, Baroda and Central India.
2·80	2·21	1·80	7·24	10·1	2·62	8·34	
4·11	*Nil*	*2·47*	*8·98*	*7·40*	*4·11*	*7·52*	Burma.
4·11	2·48	2·48	9·38	7·35	4·11	7·45	

13.—*Statement of Goods Revenue Statistics of* **Class I Railways**

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Column 39+40+41+42+43)
37	38	39	40	41	42	43	44
3′ 3⅜″ GAUGE—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1934-35*	*6,98*	*2,62*	*1,73*	*13,98*	*82,42*	*1,07,73*
	1935-36	6,99	1,94	1,79	18,24	81,81	1,10,77
Jodhpur	*1934-35*	*53*	*Nil*	*1,27*	*19,46*	*38,16*	*59,42*
	1935-36	60	8	1,53	17,91	42,51	62,63
Madras and Southern Mahratta	*1934-35*	*1,88*	*2,12*	*3,60*	*78,59*	*1,22,75*	**2,08,94*
	1935-36	1,10	82	3,05	71,85	1,20,07	*1,96,89
Nizam's State	*1934-35*	*1,18*	*1,02*	*91*	*16,76*	*24,37*	*44,24*
	1935-36	1,35	4	84	16,06	25,73	44,02
Rohilkund and Kumaon	*1934-35*	*24*	*Nil*	*14*	*3,81*	*36,24*	*40,43*
	1935-36	22	Nil	15	4,30	35,90	40,57
South Indian	*1934-35*	*1,79*	*Nil*	*3,04*	*49,57*	*1,12,27*	*1,66,67*
	1935-36	1,58	..	4,16	46,70	1,02,65	1,55,09
TOTAL 3′ 3⅜″ GAUGE	*1934-35*	*39,58*	*7,69*	*28,53*	*4,24,63*	*10,21,70*	*15,22,13*
	1935-36	37,15	5,19	28,84	3,71,62	10,28,92	14,71,72
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1934-35*	*1,77*	*2*	*83*	*4,71*	*10,41*	*17,74*
	1935-36	1,33	2	65	4,40	10,75	17,15
Bombay, Baroda and Central India.	*1934-35*	*9*	*Nil*	*1*	*1,08*	*3,43*	*4,61*
	1935-36	7	Nil	Nil	1,07	3,92	5,06
Eastern Bengal	*1934-35*	*Nil*	*Nil*	*Nil*	..	*5*	*5*
	1935-36	Nil	Nil	Nil	Nil	5	5
Great Indian Peninsula	*1934-35*	*12*	*Nil*	*Nil*	*87*	*4,09*	*5,08*
	1935-36	15	Nil	Nil	1,05	4,18	5,38
North Western (Commercial)	*1934-35*	*52*	*Nil*	*18*	*2,94*	*11,56*	*15,20*
	1935-36	58	Nil	18	3,49	10,43	14,68
North Western (Military)	*1934-35*	*4*	..	*9*	*37*	*1,99*	*2,49*
	1935-36	3	..	6	44	2,94	3,47
North Western (Total)	*1934-35*	*56*	..	*27*	*3,31*	*13,55*	*17,69*
	1935-36	61	..	24	3,93	13,37	18,15
South Indian	*1934-35*	*Nil*	*Nil*	..	*44*	*88*	*1,32*
	1935-36	Nil	Nil	Nil	30	79	1,09
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1934-35*	*2,54*	*2*	*1,11*	*10,41*	*32,41*	*46,49*
	1935-36	2,16	2	89	10,75	33,06	46,88
TOTAL CLASS I RAILWAYS	*1934-35*	*7,13,93*	*2,49,36*	*2,07,50*	*12,63,75*	*38,20,27*	*62,54,81*
	1935-36	6,97,40	2,44,80	1,99,24	11,75,96	39,76,02	62,93,42

* Includes Mormugao Harbour receipt.

for the years 1934-35 and 1935-36 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3⅜″ GAUGE—*concld.*
4·20	*2·73*	*2·69*	*6·85*	*10·3*	*3·67*	*8·12*	Eastern Bengal.
4·20	2·66	2·86	8·23	9·94	3·75	8·25	
2·71	*Nil*	*2·21*	*6·50*	*10·2*	*2·71*	*7·93*	Jodhpur.
2·33	2·14	2·11	6·84	8·26	2·31	7·13	
6·37	*2·77*	*2·18*	*10·8*	*10·0*	*3·77*	*9·41*	Madras and Southern Mahratta.
5·67	2·16	2·82	10·9	9·83	3·35	9·64	
4·57	*3·16*	*2·50*	*8·64*	*13·4*	*3·79*	*9·41*	Nizam's State.
4·63	3·22	2·50	8·85	13·1	4·57	9·98	
3·31	*Nil*	*2·45*	*12·1*	*7·61*	*3·31*	*7·76*	Rohilkund and Kumaon.
3·48	Nil	2·45	13·9	7·49	3·48	7·76	
5·78	*2·64*	*2·54*	*11·3*	*11·0*	*5·77*	*10·4*	South Indian.
5·79	2·42	2·49	11·1	10·7	5·78	9·83	
4·23	*2·74*	*2·32*	*8·95*	*8·77*	*3·89*	*8·08*	TOTAL 3′ 3⅜″ GAUGE.
4·05	2·44	2·40	9·25	8·60	3·75	8·04	
							2′ 6″ AND 2′ 0″ GAUGES.
5·35	*2·45*	*2·45*	*10·1*	*8·88*	*5·29*	*7·66*	Bengal Nagpur.
5·51	2·45	2·45	10·2	7·83	5·40	7·39	
7·62	*Nil*	*1·80*	*21·1*	*19·0*	*7·62*	*18·4*	Bombay, Baroda and Central India.
7·52	Nil	1·80	23·7	16·6	7·52	17·3	
..	*Nil*	*Nil*	*20·4*	*13·7*	..	*13·8*	Eastern Bengal.
..	Nil	Nil	15·1	15·9	..	15·9	
4·28	*Nil*	*Nil*	*11·8*	*19·6*	*4·28*	*16·3*	Great Indian Peninsula.
5·61	Nil	Nil	13·3	22·1	5·61	18·3	
4·56	*1·98*	*4·91*	*17·4*	*24·6*	*4·56*	*19·3*	North Western (Commercial).
4·60	Nil	5·70	18·5	22·3	4·60	18·0	
3·59	*Nil*	*3·95*	*13·0*	*12·3*	*3·59*	*11·1*	North Western (Military).
3·69	Nil	3·74	13·7	14·1	3·69	13·0	
4·48	*1·98*	*4·53*	*16·8*	*21·4*	*4·47*	*17·5*	North Western (Total).
4·54	Nil	5·06	17·8	19·7	4·54	16·8	
Nil	*Nil*	*2·56*	*12·0*	*17·6*	*Nil*	*15·2*	South Indian.
Nil	Nil	3.02	11·9	16·4	Nil	14·9	
5·14	*2·91*	*2·74*	*12·6*	*14·4*	*5·11*	*11·7*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
5·24	2·22	2·83	13·4	13·1	5·18	11·5	
3·19	*2·45*	*2·31*	*7·69*	*8·19*	*2·96*	*5·98*	TOTAL CLASS I RAILWAYS.
3·15	2·37	2·31	7·98	7·97	2·90	5·95	

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1934–35*	*2,32,224*	*7,82,26*	*30,715*	*589·1*	*6·29*
	1935–36	2,33,116	8,43,45	33,162	634·2	6·34
Bombay, Baroda and Central India	*1934–35*	*2,16,545*	*6,63,97*	*52,713*	*1,010·9*	*7·91*
	1935–36	2,17,023	6,77,25	53,828	1,029·7	8·03
Eastern Bengal	*1934–35*	*2,57,938*	*3,75,59*	*41,908*	*803·7*	*5·08*
	1935–36	2,59,151	3,50,80	38,959	745·1	4·85
East Indian	*1934–35*	*3,19,235*	*18,87,84*	*41,791*	*801·5*	*6·40*
	1935–36	3,20,917	18,86,37	41,753	798·6	6·30
Great Indian Peninsula	*1934–35*	*2,97,004*	*12,66,53*	*35,643*	*683·6*	*5·82*
	1935–36	2,95,585	13,10,90	36,980	707·0	6·01
Madras and Southern Mahratta	*1934–35*	*1,82,824*	*4,30,27*	*37,184*	*713·1*	*6·85*
	1935–36	1,83,638	4,23,39	36,588	699·8	6·51
Nizam's State	*1934–35*	*1,09,800*	*1,38,49*	*20,036*	*384·3*	*7·63*
	1935–36	1,10,097	1,36,31	19,721	377·2	7·79
North Western (Commercial)	*1934-35*	*2,25,052*	*14,28,72*	*29,432*	*564·5*	*7·28*
	1935–36	2,25,673	14,82,95	30,596	585·2	7·30
North Western (Military)	*1934–35*	*1,98,558*	*1,21,93*	*8,652*	*165·9*	*4·75*
	1935–36	1,98,057	1,29,06	9,139	174·8	4·95
North Western (Total)	*1934-35*	*2,18,517*	*15,50,65*	*24,756*	*474·8*	*6·99*
	1935–36	2,18,846	16,12,01	25,755	492·6	7·04
South Indian	*1934–35*	*1,77,242*	*1,71,29*	*27,224*	*522·1*	*5·30*
	1935–36	1,77,404	1,82,11	27,356	523·2	5·04
TOTAL 5′ 6″ GAUGE	*1934–35*		*72,66,89*	*33,675*	*645·8*	*6·42*
	1935–36		74,22,59	34,361	657·2	6·42
3′ 3⅜″ GAUGE.						
Assam-Bengal	*1934–35*	*1,93,238*	*1,92,08*	*13,878*	*266·2*	*4·94*
	1935–36	1,94,487	1,71,74	12,540	239·8	4·29
Bengal and North Western	*1934-35*	*1,01,080*	*3,46,36*	*15,085*	*289·0*	*4·00*
	1935–36	1,01,961	3,56,19	15,554	298·0	4·00
Bombay, Baroda and Central India	*1934–35*	‡	*5,02,25*	*22,742*	*436·1*	*6·32*
	1935–36	‡	5,07,50	22,993	439·6	6·30
Burma	*1934–35*	*1,65,930*	*3,78,33*	*18,345*	*351·8*	*5·10*
	1935–36	1,65,449	3,61,51	17,527	335·2	4·75

* In the case of State-owned railways. † In the case of other than State-owned railways.
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service.
‡ Included in 5′ 6″ Gauge.

of Class I Railways rated against selected units for the years 1934-35 and 1935-36.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5′ 6″ GAUGE.
5,37,00	*402·9*	*4·30*	*2,45,26*	*9,704·6*	*1·99*	Bengal-Nagpur.
5,68,95	425·8	4·26	2,74,50	10,901·3	2·08	
4,00,42	*609·7*	*4·77*	*2,63,55*	*20,923·5*	*3·14*	Bombay, Baroda and Central India.
3,75,17	570·5	4·45	3,02,08	24,009·3	3·58	
2,97,15	*636·4*	*4·02*	*78,44*	*8,725·9*	*1·06*	Eastern Bengal.
3,09,83	658·6	4·29	40,97	4,521·5	0·56	
11,80,76	*501·1*	*4·00*	*7,07,08*	*15,664·4*	*2·40*	East Indian.
11,80,31	499·5	3·94	7,06,06	15,636·7	2·36	
9,14,35	*493·5*	*4·20*	*3,52,18*	*9,911·1*	*1·62*	Great Indian Peninsula.
9,17,90	494·9	4·21	3,93,00	11,086·4	1·80	
2,60,26	*431·4*	*4·14*	*1,70,01*	*14,692·2*	*2·71*	Madras and Southern Mahratta.
2,59,47	428·9	3·99	1,63,92	14,165·0	2·52	
69,61	*193·1*	*3·83*	*68,88*	*9,966·0*	*3·80*	Nizam's State.
69,96	193·6	4·00	66,35	9,598·9	3·79	
10,01,57	***395·7*	***5·10*	*4,27,15*	***8,799·2*	***2·18*	North Western (Commercial).
9,50,68	375·1	4·68	5,32,27	10,981·8	2·62	
1,71,13	*232·9*	*6·66*	*—49,20*	*—3,491·9*	***—1·91*	North Western (Military).
1,88,82	255·7	7·24	—59,76	—4,232·0	—2·29	
11,72,70	***359·1*	***5·29*	*3,77,95*	***6,033·7*	***1·70*	North Western (Total).
11,39,50	348·2	4·98	4,72,51	7,549·3	2·06	
92,15	*280·9*	*2·85*	*79,14*	*12,577·5*	*2·45*	South Indian.
1,01,51	291·6	2·81	80,60	12,108·0	2·23	
49,24,40	*437·4*	*4·35*	*23,42,49*	*10,868·2*	*2·07*	TOTAL 5′ 6″ GAUGE.
49,22,60	435·5	4·25	24,99,99	11,588·4	2·16	
						3′ 3⅜″ GAUGE.
1,36,10	*180·7*	*3·47*	*55,98*	*4,132·0*	*1·46*	Assam Bengal.
1,39,54	192·5	3·44	32,20	2,476·3	0·84	
1,58,05	*132·0*	*2·00*	*1,88,31*	*8,224·0*	*2·00*	Bengal and North Western.
1,67,24	139·0	2·00	1,88,95	8,281·0	2·00	
2,73,80	*237·8*	*3·45*	*2,28,45*	*10,344·1*	*2·87*	Bombay, Baroda and Central India.
2,80,17	242·9	3·48	2,27,33	10,299·5	2·82	
2,85,12	*263·0*	*3·81*	*93,21*	*4,630·9*	*1·29*	Burma.
2,83,36	261·0	3·70	78,15	3,879·3	1·05	

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

** Revised figures.

14.—*Statement of Revenue Earnings and Expenses of* Class I

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1934–35*	‡	*1,81,26*	*16,614*	*318·6*	*4·56*
	1935–36	‡	1,92,00	17,630	337·2	4·44
Jodhpur	*1934–35*	*51,396*	*1,07,11*	*10,985*	*210·7*	*5·99*
	1935–36	48,270	1,13,76	11,005	210·5	5·54
Madras and Southern Mahratta	*1934–35*	‡	*¶3,26,62*	*15,235*	*292·2*	*4·45*
	1935–36	‡	¶3,15,96	14,804	283·1	4·37
Nizam's State	*1934–35*	‡	*75,50*	*11,443*	*219·5*	*4·98*
	1935–36	‡	75,61	11,460	219·2	5·21
Rohilkund and Kumaon	*1934–35*	*78,841*	*69,80*	*12,421*	*238·0*	*4·00*
	1935–36	80,011	70,37	12,522	241·0	4·00
South Indian	*1934–35*	‡	*3,78,75*	*20,673*	*6·5*	*3·84*
	1935–36	‡	3,43,56	19,155	366·4	3·48
TOTAL 3′ 3⅜″ GAUGE	*1934–35*		*25,58,06*	*16,817*	*322·5*	*4·72*
	1935–36		25,08,20	16,472	315·1	4·53
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1934–35*	‡	*32,71*	*3,531*	*67·7*	*1·92*
	1935–36	‡	32,14	3,470	66·4	1·87
Bombay, Baroda and Central India	*1934–35*	‡	*9,78*	*4,363*	*83·7*	*2·48*
	1935–36	‡	10,23	4,556	86·8	2·53
Eastern Bengal	*1934–35*	‡	*1,29*	*3,490*	*66·9*	*1·10*
	1935–36	‡	1,20	3,249	62·1	1·09
Great Indian Peninsula	*1934–35*	‡	*8,54*	*3,493*	*67·0*	*1·78*
	1935–36	‡	8,74	3,576	68·4	1·68
North Western (Commercial)	*1934–35*	‡	*28,42*	*7,459*	*143·1*	*3·17*
	1935–36	‡	28,32	7,433	142·2	3·20
North Western (Military)	*1934–35*	‡	*4,77*	*1,568*	*30·1*	*2·13*
	1935–36	‡	5,63	1,846	35·3	2·48
North Western (Total)	*1934–35*	‡	*33,19*	*4,841*	*92·8*	*2·96*
	1935–36	‡	33,95	4,950	94·7	3·05
South Indian	*1934–35*	‡	*2,28*	*2,311*	*44·3*	*1·47*
	1935–36	‡	1,98	2,003	38·3	1·19
TOTAL 2′ 6″ AND 2′ 0″ GAUGES.	*1934–35*		*87,79*	*3,961*	*76·0*	*2·22*
	1935–36		88,24	3,981	76·2	2·21
TOTAL CLASS I RAILWAYS	*1934–35*	*2,14,776*	*99,12,74*	*25,455*	*488·2*	*5·79*
	1935–36	2,14,826	1,00,19,03	25,702	491·6	5·73

* In the case of State-owned railways. † In the case of other than State-owned

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service

‡ Included in 5′ 6″ gauge

¶ Includes earnings & expenditure of Marmugao Harbour.

** Revised figures.

Railways rated against selected units for the years 1934-35 and 1935-36—concld.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3′ 3⅜″ GAUGE—*concld.*
1,46,99	*254·6*	*3·64*	*34,27*	*3,346·9*	*0·92*	Eastern Bengal.
1,45,88	252·1	3·32	46,12	4,448·7	1·12	
55,60	*109·4*	*3·11*	*51,51*	*5,282·8*	*2·88*	Jodhpur.
64,09	118·6	3·12	49,67	4,804·7	2·42	
¶1,88,00	*168·6*	*2·57*	*¶1,38,62*	*6,442·2*	*1·88*	Madras and Southern Mahratta.
¶1,96,87	176·7	2·73	¶1,19,09	5,565·0	1·64	
49,86	*144·9*	*3·29*	*25,64*	*3,885·5*	*1·69*	Nizam's State.
51,12	148·2	3·52	24,49	3,711·4	1·69	
32,33	*110·0*	*2·00*	*37,47*	*6,668·0*	*2·00*	Rohilkund and Kumaon.
31,63	108·0	2·00	38,74	6,894·0	2·00	
2,26,17	*237·4*	*2·30*	*1,52,58*	*8,295·4*	*1·54*	South Indian.
2,33,67	249·7	2·37	1,09,89	6,097·6	1·11	
15,52,02	*195·2*	*2·86*	*10,06,04*	*6,636·1*	*1·86*	TOTAL 3′ 3⅜″ GAUGE.
15,93,57	200·1	2·88	9,14,63	6,008·9	1·65	
						2′ 6″ AND 2′ 0″ GAUGES.
38,50	*79·7*	*2·26*	*—5,79*	*—624·2*	*—0·34*	Bengal Nagpur.
40,85	84·4	2·37	—8,71	—940·4	—0·50	
7,64	*65·4*	*1·94*	*2,14*	*952·9*	*0·54*	Bombay, Baroda and Central India.
7,95	67·8	1·97	2,28	1,012·9	0·56	
1,53	*79·3*	*1·30*	*—24*	*—642·5*	*—0·20*	Eastern Bengal.
1,19	61·9	1·08	1	12·8	..	
4,45	*34·9*	*0·93*	*4,09*	*1,672·3*	*0·85*	Great Indian Peninsula.
4,65	36·4	0·99	4,09	1,673·8	0·79	
43,01	***241·7*	***4·76*	*—14,59*	***—3,736·6*	*—**1·59*	North Western (Commercial).
44,82	225·0	5·06	—16,50	—4,331·9	—1·86	
18,66	*117·0*	*8·28*	*—13,89*	*—4,532·1*	*—6·15*	North Western (Military).
18,00	112·9	7·92	—12,37	—4,058·8	—5·44	
61,67	***171·3*	***5·46*	*—28,48*	***—4,090·1*	***—2·50*	North Western (Total).
62,82	175·2	5·64	—28,87	—4,210·5	—2·59	
3,76	*73·1*	*2·43*	*—1,48*	*—1,502·5*	*—0·96*	South Indian.
3,78	73·2	2·28	—1,80	—1,826·1	—1·09	
1,17,55	*101·4*	*2·96*	*—29,76*	*—1,361·3*	*—0·76*	TOTAL 2′ 6″ AND 2′ 0″ GUAGES.
1,21,24	104·6	3·04	—33,00	—1,488·8	—0·83	
65,93,97	*324·7*	*3·85*	*33,18,77*	*8,534·1*	*1·94*	TOTAL CLASS I RAILWAYS.
66,37,41	325·5	3·79	33,81,62	8,682·1	1·94	

Railways.
but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—*Results of working of* **Class I Railways**

NOTE.—The rate of interest for calculating the figures given under column 16 was

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic *	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1934-35*	*5,07,90,685*	*1,40,60,528*	*3,67,30,157*	*3·14*	*2·51*	*0·63*
	1935-36	5,38,82,112	1,39,05,984	3,99,76,128	3·16	2·45	0·71
Bombay, Baroda and Central India	*1934-35*	*3,85,77,162*	*1,69,96,203*	*2,15,80,959*	*4·28*	*2·86*	*1·42*
	1935-36	3,58,20,916	1,59,15,736	1,99,05,180	4·30	2·65	1·65
Eastern Bengal	*1934-35*	*2,84,74,949*	*1,50,11,694*	*1,34,63,255*	*2·75*	*2·86*	*—0·11*
	1935-36	2,97,86,981	1,72,43,714	1,25,43,267	2·63	3·19	—0·56
East Indian	*1934-35*	*11,40,52,863*	*3,80,12,591*	*7,60,40,272*	*3·49*	*2·32*	*1·17*
	1935-36	11,28,25,391	3,84,19,731	7,44,05,660	3·44	2·29	1·15
Great Indian Peninsula	*1934-35*	*8,85,13,124*	*4,08,12,703*	*4,77,00,421*	*2·74*	*2·74*	*Nil*
	1935-36	8,79,00,419	4,07,46,702	4,71,53,717	2·85	2·73	0·12
Madras and Southern Mahratta	*1934-35*	*2,46,01,776*	*1,14,35,879*	*1,31,65,897*	*3·94*	*2·73*	*1·21*
	1935-36	2,48,17,157	1,08,54,065	1,39,63,092	3·84	2·58	1·26
Nizam's State	*1934-35*	*67,09,329*	*23,91,862*	*43,17,467*	*4·25*	*2·55*	*1·70*
	1935-36	67,74,067	24,12,751	43,61,316	4·67	2·75	1·92
North Western	*1934-35*	*‡11,22,39,845*	*‡5,25,76,273*	*‡5,96,63,572*	*3·84*	*‡3·73*	*‡0·11*
	1935-36	10,74,43,942	5,00,76,458	5,73,67,484	3·77	3·43	0·34
South Indian	*1934-35*	*90,22,456*	*53,99,647*	*36,22,809*	*2·96*	*2·26*	*0·70*
	1935-36	98,71,903	57,27,808	41,44,095	2·66	2·15	0·51
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1934-35*	*1,22,64,140*	*48,40,656*	*74,23,484*	*4·16*	*3·17*	*0·99*
	1935-36	1,28,50,356	55,37,218	73,13,138	3·78	3·15	0·63
Bengal and North-Western	*1934-35*	*1,46,23,926*	*62,94,542*	*83,29,384*	*3·00*	*1·00*	*2·00*
	1935-36	1,53,84,756	72,18,460	81,66,296	3·00	1·00	2·00
Bombay, Baroda and Central India	*1934-35*	*2,65,17,505*	*1,15,29,331*	*1,49,88,174*	*4·21*	*2·47*	*1·74*
	1935-36	2,71,27,634	1,14,47,300	1,56,80,334	4·29	2·48	1·81
Burma	*1934-35*	*2,76,84,778*	*99,73,607*	*1,77,11,171*	*2·55*	*2·53*	*0·02*
	1935-36	2,74,46,501	1,03,48,309	1,70,98,192	2·47	2·46	0·01
Eastern Bengal	*1934-35*	*1,37,04,186*	*67,28,801*	*69,75,385*	*2·80*	*2·79*	*0·01*
	1935-36	1,33,45,824	69,47,466	63,98,358	2·65	2·55	0·10
Jodhpur	*1934-35*	*49,91,682*	*19,55,866*	*30,35,816*	*5·00*	*2·33*	*2·67*
	1935-36	58,73,686	22,88,763	35,84,923	4·65	2·32	2·33
Madras and Southern Mahratta	*1934-35*	*1,77,46,195*	*72,37,488*	*1,05,08,707*	*2·64*	*1·90*	*0.74*
	1935-36	1,79,99,459	77,61,457	1,02,38,002	2·51	1·98	0·53
Nizam's State	*1934-35*	*48,44,289*	*23,36,224*	*25,08,065*	*2·81*	*2·22*	*0·59*
	1935-36	49,73,596	24,64,061	25,09,535	2·99	2·46	0·53
Rohilkund and Kumaon	*1934-35*	*30,15,907*	*13,83,646*	*16,32,261*	*2·69*	*1·38*	*1·31*
	1935-36	28,66,046	13,13,283	15,52,763	2·62	1·29	1·33
South Indian	*1934-35*	*2,11,72,792*	*1,31,15,261*	*80,57,531*	*2·60*	*1·76*	*0·84*
	1935-36	2,17,17,146	1,39,01,000	78,16,146	2·25	1·84	0·41

§ The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

‡Revised figures.

for the years 1934-35 and 1935-36.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34.

§ Goods Traffic.									
Goods earning per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4½ per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	Railway.*
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
8·57	*5·45*	*3·12*	*40·6*	*25·9*	*14·7*	*2·70*	*4·45*	*1·53*	Bengal Nagpur.
8·44	5·32	3·12	40·1	25·3	14·8	2·60	4·19	1·52	
16·1	*8·78*	*7·29*	*67·4*	*36·8*	*30·6*	*4·14*	*6·78*	*3·50*	Bombay, Baroda and Central India.
16·6	8·18	8·37	68·3	33·8	34·5	3·81	6·45	3·95	
10·2	*6·30*	*3·90*	*45·1*	*27·7*	*17·4*	*4·32*	*6·67*	*2·45*	Eastern Bengal.
10·8	6·89	3·91	48·1	30·7	17·4	4·85	7·38	2·38	
9·76	*5·83*	*3·93*	*37·9*	*22·6*	*15·3*	*2·43*	*3·78*	*1·63*	East Indian.
9·59	5·68	3·91	37·6	22·3	15·3	2·43	3·79	1·66	
12·0	*6·93*	*5·11*	*53·2*	*30·6*	*22·6*	*3·65*	*5·67*	*2·67*	Great Indian Peninsula
12·4	6·88	5·48	54·7	30·4	24·3	3·59	5·58	2·83	
12·0	*6·28*	*5·67*	*52·5*	*27·6*	*24·9*	*3·64*	*6·02*	*3·28*	Madras and Southern Mahratta.
10·9	6·06	4·83	47·0	26·2	20·8	3·39	5·59	2·69	
10·9	*4·91*	*6·03*	*58·6*	*26·3*	*32·3*	*3·00*	††*5·78*	*3·64*	Nizam's State.
10·7	5·01	5·69	57·5	27·0	30·5	3·14	††6·08	3·53	
11·9	‡*7·37*	‡*4·48*	*53·9*	‡*33·5*	‡*20·4*	‡*4·54*	‡*5·91*	‡*2·72*	North Western.
12·0	6·90	5·09	54·6	31·4	23·2	4·27	6·82	3·13	
11·6	*4·30*	*7·34*	*76·8*	*28·4*	*48·4*	*3·87*	*6·12*	*6·53*	South Indian.
11·5	4·38	7·12	72·0	27·5	44·5	3·83	5·98	5·61	
									3′ 3⅜″ Gauge.
5·20	*3·40*	*1·80*	*36·2*	*23·6*	*12·6*	*5·00*	*9·62*	*2·59*	Assam-Bengal.
4·46	3·43	1·03	33·3	25·6	7·70	5·67	10·7	1·66	
5·00	*2·00*	*3·00*	*28·0*	*12·0*	*16·0*	*2·00*	*4·03*	*4·37*	Bengal and North-Western.
6·00	2·00	4·00	30·0	13·0	17·0	2·00	4·02	4·53	
9·05	*4·57*	*4·48*	*41·6*	*21·0*	*20·6*	*4·21*	*5·92*	*4·14*	Bombay, Baroda and Central India.
8·72	4·55	4·17	40·7	21·2	19·5	4·35	6·07	3·99	
7·65	*5·11*	*2·54*	*42·5*	*28·4*	*14·1*	*5·03*	*7·82*	*2·49*	Burma.
7·34	5·04	2·30	41·9	28·7	13·2	5·11	7·96	2·34	
7·08	*4·69*	*2·39*	*32·7*	*21·7*	*11·0*	*5·40*	†*8·51*	*2·72*	Eastern Bengal.
7·13	4·19	2·94	33·7	19·8	13·9	4·87	†7·74	3·38	
6·26	*3·20*	*3·06*	*31·7*	*16·2*	*15·5*	*4·05*	*5·88*	*3·88*	Jodhpur.
5·85	3·35	2·50	28·5	16·3	12·2	4·08	5·67	3·05	
6·32	*3·17*	*3·15*	*44·3*	*22·3*	*22·1*	*4·73*	*7·42*	*4·68*	Madras and Southern Mahratta.
6·34	3·29	3·05	44·4	23·1	21·3	5·01	7·83	4·63	
9·63	*5·43*	*4·20*	*52·8*	*29·8*	*23·0*	*5·33*	**	*4·08*	Nizam's State.
9·86	5·59	4·27	56·9	32·3	24·6	5·69	**	4·29	
5·38	*2·16*	*3·22*	*43·4*	*17·4*	*26·0*	*3·13*	*5·24*	*4·63*	Rohilkund and Kumaon.
5·34	2·04	3·30	42·6	16·3	26·3	2·97	5·10	4·79	
7·44	*3·60*	*3·84*	*42·1*	*20·3*	*21·8*	*5·07*	*8·56*	*5·33*	South Indian.
7·13	3·60	3·53	40·5	20·5	20·0	5·02	8·51	4·81	

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

†Metre and Narrow gauges combined.

** Included in Broad gauge. ††Broad and Metre gauges combined.

16.—*Statement of ton mileage of* **Class I Railways** *for the years 1934-35 and 1935-36.*

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1934-35*	*2,581,843*	*1,689,015*	*5,113,917*	*2,316,306*	*5,913,072*	*2,330,135*	*6,086,986*
	1935-36	2,912,581	1,728,726	5,717,774	2,366,342	6,633,955	2,382,097	6,847,917
Bombay, Baroda and Central India	*1934-35*	*981,056*	*1,067,306*	*2,071,556*	*1,482,910*	*2,327,882*	*1,485,905*	*2,399,744*
	1935-36	994,461	1,098,082	2,104,890	1,520,776	2,359,225	1,523,891	2,408,738
Eastern Bengal	*1934-35*	*464,262*	*1,425,363*	*1,082,534*	*1,915,238*	*1,226,276*	*1,919,818*	*1,721,791*
	1935-36	415,765	1,472,283	984,043	1,979,371	1,120,031	1,987,007	1,445,371
East Indian	*1934-35*	*5,923,040*	*4,992,694*	*11,852,842*	*6,828,257*	*13,375,333*	*6,906,030*	*13,814,802*
	1935-36	5,808,297	5,117,587	11,710,902	6,986,157	13,265,015	7,064,286	13,681,065
Great Indian Peninsula — Steam	*1934-35*	*2,227,466*	*2,962,849*	*4,775,509*	*4,003,036*	*5,442,517*	*4,005,539*	*5,524,293*
	1935-36	2,241,545	3,017,249	4,782,131	4,065,011	5,460,438	4,067,418	5,536,007
Great Indian Peninsula — Electric §	*1934-35*	*263,498*	*530,452*	*557,243*	*714,103*	*638,069*	*714,267*	*652,308*
	1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665,025
Madras and Southern Mahratta	*1934-35*	*682,527*	*1,121,464*	*1,557,889*	*1,595,972*	*1,804,846*	*1,613,052*	*1,857,074*
	1935-36	782,387	1,123,545	1,771,371	1,605,939	2,046,936	1,623,334	2,088,320
Nizam's State	*1934-35*	*274,435*	*271,766*	*560,182*	*389,369*	*681,799*	*390,039*	*704,045*
	1935-36	264,216	268,069	551,697	379,854	664,862	380,356	687,537
North Western	*1934-35*	*2,441,519*	*4,286,155*	*5,422,097*	*5,764,986*	*6,288,114*	*5,776,045*	*6,554,658*
	1935-36	2,464,914	4,431,745	5,578,178	5,910,463	6,489,471	5,922,161	6,784,415
South Indian	*1934-35*	*168,578*	*‡553,708*	*396,457*	*‡808,100*	*472,023*	*‡809,093*	*500,594*
	1935-36	196,059	‡583,960	466,705	‡866,358	553,096	‡867,005	583,401
TOTAL 5′ 6″ GAUGE — Steam	*1934-35*	*15,744,726*	*18,370,320*	*32,832,983*	*25,104,174*	*37,531,862*	*25,235,656*	*39,163,987*
	1935-36	16,080,205	18,841,246	33,667,691	25,680,271	38,593,029	25,817,555	40,062,771
TOTAL 5′ 6″ GAUGE — Electric§	*1934-35*	*263,498*	*530,452*	*557,243*	*714,103*	*638,069*	*714,267*	*652,308*
	1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665,025
3′ 3⅜″ GAUGE.								
Assam Bengal	*1934-35*	*270,920*	*404,919*	*595,405*	*473,287*	*691,721*	*474,596*	*727,767*
	1935-36	234,050	423,686	533,915	499,538	627,951	500,810	661,519
Bengal and North Western	*1934-35*	*602,398*	*801,722*	*1,144,080*	*1,047,546*	*1,310,658*	*††1,118,561*	*1,480,159*
	1935-36	584,521	875,346	1,102,704	1,144,776	1,260,737	†1,222,188	1,382,670
Bombay, Baroda and Central India	*1934-35*	*677,160*	*920,184*	*1,324,270*	*1,188,099*	*1,512,517*	*1,189,038*	*1,545,754*
	1935-36	687,283	894,434	1,361,830	1,164,257	1,563,572	1,164,986	1,595,779
Burma	*1934-35*	*650,510*	*634,158*	*1,229,501*	*902,539*	*1,489,974*	*903,876*	*1,605,107*
	1935-36	612,191	641,289	1,166,528	931,235	1,415,779	933,085	1,541,707

* Excluding traffic carried in departmental trains.
§ Excluding electric multiple unit suburban trains
† Includes 64,(000) miles on account of engine power supplied by the R. & K. Rly.
†† Includes 67,(000) miles on account of engine power supplied by the R. & K. Rly.
‡ Includes 73,700 & 70,220 thousands of gross Ton miles of running power trains for 1934-35 & 1935-36 respectively.

16.—*Statement of ton mileage of Class I Railways for the years 1934-35 and 1935-36*—concld.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1934-35*	*238,902*	*516,226*	*564,461*	*663,989*	*650,562*	*665,419*	*689,804*
	1935-36	248,982	586,861	587,799	753,096	678,220	755,647	695,923
Jodhpur	*1934-35*	*140,551*	*185,088*	*299,933*	*235,331*	*357,123*	*235,528*	*365,578*
	1935-36	151,142	209,846	322,330	268,284	380,795	268,726	420,909
Madras and Southern Mahratta	*1934-35*	*419,861*	*573,223*	*937,516*	*825,409*	*1,176,484*	*827,940*	*1,202,155*
	1935-36	383,759	594,873	875,415	849,144	1,096,144	854,364	1,126,977
Nizam's State	*1934-35*	*88,100*	*143,895*	*181,769*	*213,528*	*217,336*	*213,704*	*229,423*
	1935-36	82,048	143,754	168,105	211,278	202,099	211,618	215,524
Rohilkund and Kumaon	*1934-35*	*93,596*	*141,574*	*168,143*	*194,287*	*204,311*	*(a)196,207*	*231,549*
	1935-36	94,324	142,376	172,258	196,154	209,196	198,189	234,418
South Indian	*1934-35*	*284,638*	*930,987*	*655,178*	*1,300,918*	*772,856*	*1,301,958*	*831,702*
	1935-36	274,183	900,008	628,012	1,277,821	738,392	1,278,398	801,915
TOTAL 3′ 3⅜″ GAUGE	*1934-35*	*3,466,636*	*5,251,976*	*7,100,256*	*7,044,933*	*8,383,542*	*(a) 7,126,827*	*8,908,998*
	1935-36	3,352,483	5,412,473	6,918,896	7,295,583	8,172,885	7,388,011	8,677,341
2′ 6″ & 2′ 0″ GAUGES								
Bengal Nagpur	*1934-35*	*41,747*	*121,133*	*103,565*	*174,555*	*136,992*	*174,845*	*148,431*
	1935-36	41,775	119,565	104,142	173,358	138,628	173,522	149,227
Bombay, Baroda and Central India	*1934-35*	*4,554*	*14,580*	*10,119*	*22,465*	*13,329*	*22,465*	*14,010*
	1935-36	4,976	15,183	10,881	23,121	14,293	23,127	15,582
Eastern Bengal	*1934-35*	*47*	*4,751*	*180*	*6,147*	*236*	*6,148*	*302*
	1935-36	64	4,405	239	5,711	313	5,711	313
Great Indian Peninsula	*1934-35*	*5,611*	*17,584*	*14,708*	*28,850*	*24,376*	*28,850*	*27,394*
	1935-36	5,453	20,516	15,013	32,145	25,519	32,166	27,900
North Western	*1934-35*	*18,602*	*46,069*	*52,534*	*74,393*	*81,904*	*74,542*	*86,267*
	1935-36	19,689	47,814	54,291	73,798	84,595	73,961	88,101
South Indian	*1934-35*	*1,646*	*7,047*	*3,945*	*11,417*	*5,653*	*11,417*	*5,749*
	1935-36	1,378	6,885	3,453	11,729	5,173	11,730	5,261
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1934-35*	*72,207*	*211,164*	*185,051*	*317,827*	*262,490*	*318,267*	*282,153*
	1935-36	73,335	214,368	188,019	319,862	268,521	320,217	286,384
TOTAL CLASS I RAILWAYS — Steam	*1934-35*	*19,283,569*	*23,833,460*	*40,118,290*	*32,466,934*	*46,177,894*	*(a) 32,680,750*	*48,355,138*
	1935-36	19,506,023	24,468,087	40,774,606	33,295,716	47,034,435	33,525,783	49,026,496
TOTAL CLASS I RAILWAYS — Electric §	*1934-35*	*263,498*	*530,452*	*557,243*	*714,103*	*638,069*	*714,267*	*652,308*
	1935-36	267,101	538,275	571,741	719,304	653,059	719,548	665,025

* See remarks on page 118.

§ See remarks on page 118.

(*a*) Revised figures.

17.—Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1934-35 and 1935-36
(In thousands).

Railways.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed (Cols. 6 +8).	Total (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total (Cols. 13 +14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ Gauge.														
Bengal-Nagpur	*1934-35*	*5,458*	*3,644*	*2,490*	*6,134*	*107*	*241*	*348*	*5,565*	*6,375*	*11,940*	*30*	*356*	*386*
	1935-36	5,533	4,046	2,819	6,865	113	232	345	5,646	7,097	12,743	36	418	454
Bombay, Baroda and Central India	*1934-35*	*3,564*	*1,544*	*259*	*1,803*	*262*	*589*	*851*	*3,826*	*2,392*	*6,218*	*13*	*67*	*80*
	1935-36	3,583	1,542	261	1,803	280	578	858	3,863	2,381	6,244	13	52	65
Eastern Bengal	*1934-35*	*5,088*	*1,220*	*149*	*1,369*	*154*	*79*	*233*	*5,242*	*1,448*	*6,690*	*8*	*688*	*696*
	1935-36	5,245	1,144	138	1,282	152	117	269	5,397	1,399	6,796	8	423	431
East Indian	*1934-35*	*14,983*	*9,938*	*2,092*	*12,030*	*1,265*	*271*	*1,536*	*16,248*	*12,301*	*28,549*	*171*	*750*	*921*
	1935-36	15,297	9,952	2,160	12,112	1,326	265	1,591	16,623	12,377	29,000	172	720	892
Great Indian Peninsula — Steam.	*1934-35*	*9,493*	*3,867*	*1,808*	*5,675*	*684*	*257*	*941*	*10,177*	*5,932*	*16,109*	*13*	*345*	*358*
	1935-36	9,511	3,903	1,814	5,717	692	258	950	10,203	5,975	16,178	14	278	292
Great Indian Peninsula — Electric‡	*1934-35*	*1,561*	*559*	*Nil*	*559*	*Nil*	*Nil*	*Nil*	*1,561*	*559*	*2,120*	*Nil*	*51*	*51*
	1935-36	1,544	566	Nil	566	Nil	Nil	Nil	1,544	566	2,110	1	33	34
Madras and Southern Mahratta	*1934-35*	[illegible]	*1,333*	*389*	*1,722*	*155*	*234*	*389*	*4,142*	*1,956*	*6,098*	*49*	*137*	*186*
	1935-36	4,033	1,579	388	1,967	133	220	353	4,166	2,187	6,353	39	116	155
Nizam's State.	*1934-35*	*737*	*555*	*1*	*556*	*197*	*250*	*447*	*934*	*806*	*1,740*	*2*	*72*	*74*
	1935-36	692	557	Nil	557	185	236	421	877	793	1,670	1	78	79
North Western	*1934-35*	*10,197*	*5,100*	*869*	*5,969*	*3,866*	*1,739*	*5,605*	*14,063*	*7,708*	*21,771*	*33*	*383*	*416*
	1935-36	10,574	5,212	874	6,086	3,973	1,866	5,839	14,547	7,952	22,499	40	363	403
South Indian	*1934-35*	*2,466*	*494*	*115*	*609*	*113*	*86*	*199*	*2,579*	*695*	*3,274*	*1*	*147*	*148*
	1935-36	2,735	489	192	681	121	84	205	2,856	765	3,621	1	181	182
Total 5′ 6″ gauge — Steam.	*1934-35*	*55,973*	*27,695*	*8,172*	*5,8 7*	*6,803*	*3,746*	*10,549*	*62,776*	*39,613*	*102,389*	*320*	*2,945*	*3,265*
	1935-36	57,203	28,424	8,646	37,070	6,975	3,856	10,831	64,178	40,926	105,104	324	2,629	2,953
Total 5′ 6″ gauge — Electric‡	*1934-35*	*1,561*	*559*	*Nil*	*559*	*Nil*	*Nil*	*Nil*	*1,561*	*559*	*2,120*	*Nil*	*51*	*51*
	1935-36	1,544	566	Nil	566	Nil	Nil	Nil	1,544	566	2,110	1	33	34
3′ 3⅜″ Gauge.														
Assam Bengal	*1934-35*	*3*	*116*	*285*	*401*	*1,518*	*1,593*	*3,111*	*1,521*	*1,994*	*3,515*	*7*	*186*	*193*
	1935-36	96	76	286	362	1,655	1,624	3,279	1,751	1,986	3,737	7	145	152
Bengal and North-Western	*1934-35*	*3,921*	*1,313*	*1,116*	*2,429*	*962*	*762*	*1,724*	*4,883*	*3,191*	*8,074*	*17*	*494*	*511*
	1935-36	4,272	1,219	1,079	2,298	1,053	723	1,776	5,325	3,021	8,346	13	425	438
Bombay, Baroda and Central India	*1934-35*	*3,777*	*1,248*	*1,078*	*2,326*	*885*	*899*	*1,784*	*4,662*	*3,225*	*7,887*	*6*	*56*	*62*
	1935-36	3,708	1,286	1,089	2,375	901	1,019	1,920	4,609	3,394	8,003	4	53	57
Burma	*1934-35*	*1,254*	*1,380*	*537*	*1,197*	*2,687*	*1,208*	*3,895*	*3,941*	*3,125*	*7,066*	*15*	*332*	*347*
	1935-36	1,304	1,310	491	1,801	2,895	1,249	4,144	4,199	3,050	7,249	14	340	354

‡ Excluding electric multiple unit suburban trains.

17 —*Statement of Train and Engine ‡Mileage of Class I Railways for the years 1934-35 and 1935-36.* (*In thousands*)—contd.

Railways.	Year.	TRAIN MILES.											
			Goods.			Mixed.						*Departmental.*	
		Passenger.	Main lines.	Branch lines	Total. (Cols. 4+5.)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3′ 3⅜″ Gauge—*concld.*														
Eastern Bengal	*1934-35*	*2,061*	*1,045*	*74*	*1,119*	*343*	*263*	*606*	*2,404*	*1,382*	*3,786*	*5*	*106*	*111*
	1935-36	2,214	1,063	93	1,156	502	309	811	2,716	1,465	4,181	8	64	72
Jodhpur	*1934-35*	*380*	*384*	*21*	*405*	*459*	*516*	*975*	*839*	*921*	*1,760*	*2*	*27*	*29*
	1935-36	493	439	36	475	489	488	977	982	963	1,945	3	107	110
Madras and Southern Mahratta	*1934-35*	*3,297*	*1,588*	*684*	*2,272*	*495*	*879*	*1,374*	*3,792*	*3,151*	*6,943*	*13*	*158*	*171*
	1935-36	3,402	1,472	686	2,158	510	768	1,278	3,912	2,926	6,838	12	184	196
Nizam's State	*1934-35*	*946*	*375*	*Nil*	*375*	*107*	*52*	*159*	*1,053*	*427*	*1,480*	*1*	*35*	*36*
	1935-36	889	356	Nil	356	111	48	159	1,000	404	1,404	2	44	46
Rohilkund and Kumaon	*1934-35*	*635*	*212*	*9*	*221*	*361*	*465*	*826*	*996*	*686*	*1,682*	*8*	*70*	*78*
	1935-36	654	215	10	225	359	470	829	1,013	695	1,708	8	65	73
South Indian	*1934-35*	*6,035*	*1,032*	*330*	*1,362*	*567*	*423*	*990*	*6,602*	*1,785*	*8,387*	*2*	*456*	*458*
	1935-36	6,197	1,050	218	1,268	560	408	968	6,757	1,676	8,433	2	495	497
Total 3′ 3⅜″ Gauge	*1934-35*	*22,309*	*8,693*	*4,134*	*12,827*	*8,384*	*7,060*	*15,444*	*30,693*	*19,587*	*50,580*	*76*	*1,920*	*1,996*
	1935-36	23,229	8,486	3,988	12,474	9,035	7,106	16,141	32,264	19,580	51,844	73	1,922	1,995
2′ 6″ & 2′ 0″ Gauges.			Total									Total		
Bengal-Nagpur	*1934-35*	*674*	*367*			*352*	*252*	*604*	*1,026*	*619*	*1,645*	*57*		
	1935-36	730	391			300	254	554	1,030	645	1,675	48		
Bombay, Baroda and Central India	*1934-35*	*106*	*6*			*171*	*107*	*278*	*277*	*113*	*390*	*4*		
	1935-36	106	5			173	114	287	279	119	398	6		
Eastern Bengal	*1934-35*	*71*	*Nil*			*40*	*4*	*44*	*111*	*4*	*115*	*2*		
	1935-36	70	Nil			34	6	40	104	6	110	Nil		
Great Indian Peninsula	*1934-35*	*1*	*Nil*			*236*	*205*	*441*	*237*	*205*	*442*	*20*		
	1935-36	1	Nil			237	216	453	238	216	454	17		
North Western	*1934-35*	*124*	*349*			*387*	*233*	*620*	*511*	*582*	*1,093*	*29*		
	1935-36	118	358			376	240	616	494	598	1,092	20		
South Indian	*1934-35*	*Nil*	*Nil*			*111*	*42*	*153*	*111*	*42*	*153*	*2*		
	1935-36	Nil	Nil			122	43	165	122	43	165	1		
Total 2′ 6″ and 2′ 0″ Gauges	*1934-35*	*976*	*722*			*1,297*	*843*	*2,140*	*2,273*	*1,565*	*3,838*	*114*		
	1935-36	1,025	754			1,242	873	2,115	2,267	1,627	3,894	92		
Total Class I Railways — Steam	*1934-35*	*79,258*	*49,416*			*16,484*	*11,649*	*28,133*	*95,742*	*61,065*	*156,807*	*5,375*		
	1935-36	81,457	50,298			17,252	11,835	29,087	98,709	62,133	160,842	5,040		
Total Class I Railways — Electric‡	*1934-35*	*1,561*	*559*			*Nil*	*Nil*	*Nil*	*1,561*	*559*	*2,120*	*51*		
	1935-36	1,544	566			Nil	Nil	Nil	1,544	566	2,110	34		

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ Gauge.											
Bengal Nagpur	*1934-35*	*251*	*40*	*291*	*2,423*	*432*	*2,855*	*5*	*6*	*58*	*69*
	1935-36	235	36	271	2,535	444	2,979	7	3	63	73
Bombay, Baroda & Central India	*1934-35*	*135*	*6*	*141*	*778*	*67*	*845*	*Nil*	*1*	*148*	*149*
	1935-36	145	11	156	755	90	845	1	1	157	159
Eastern Bengal	*1934-35*	*330*	*46*	*376*	*756*	*86*	*842*	*Nil*	*1*	*26*	*27*
	1935-36	330	54	384	727	85	812	Nil	1	36	37
East Indian	*1934-35*	*756*	*22*	*778*	*3,763*	*334*	*4,097*	*71*	*78*	*458*	*607*
	1935-36	765	18	783	3,826	352	4,178	88	98	487	673
Great Indian Peninsula—Steam	*1934-35*	*216*	*12*	*228*	*1,875*	*178*	*2,053*	*52*	*79*	*100*	*231*
	1935-36	220	13	233	1,880	199	2,079	65	86	105	256
Great Indian Peninsula—Electric‡	*1934-35*	*129*	*1*	*130*	*3*	*22*	*25*	*90*	*56*	*41*	*187*
	1935-36	131	1	132	31	17	48	100	50	31	181
Madras & Southern Mahratta	*1934-35*	*125*	*7*	*132*	*539*	*89*	*628*	*18*	*7*	*93*	*118*
	1935-36	117	7	124	575	96	671	16	6	84	106
Nizam's State	*1934-35*	*54*	*3*	*57*	*196*	*19*	*215*	*Nil*	*3*	*19*	*22*
	1935-36	53	1	54	198	18	216	1	Nil	17	18
North Western	*1934-35*	*894*	*71*	*965*	*1,979*	*377*	*2,356*	*244*	*93*	*176*	*513*
	1935-36	914	92	1,006	2,031	429	2,460	165	101	196	462
South Indian	*1934-35*	*60*	*79*	*139*	*219*	*92*	*311*	*1*	Nil	*16*	*17*
	1935-36	45	58	103	190	104	294	1	2	17	20
Total 5′ 6″ Gauge—Steam	*1934-35*	*2,821*	*286*	*3,107*	*12,528*	*1,674*	*14,202*	*391*	*268*	*1,094*	*1,753*
	1935-36	2,824	290	3,114	12,717	1,817	14,534	344	298	1,162	1,804
Total 5′ 6″ Gauge—Electric‡	*1934-35*	*129*	*1*	*130*	*3*	*22*	*25*	*90*	*56*	*41*	*187*
	1935-36	131	1	132	31	17	48	100	50	31	181
3′ 3⅜″ Gauge.											
Assam Bengal	*1934-35*	*91*	*35*	*126*	*584*	*70*	*654*	*5*	*7*	*21*	*33*
	1935-36	95	35	130	517	75	592	5	11	21	37
Bengal and North Western	*1934-35*	*146*	*48*	*194*	*1,261*	*398*	*1,659*	*2*	*14*	*30*	*46*
	1935-36	145	44	189	1,246	287	1,533	14	13	26	53
Bombay, Baroda & Central India	*1934-35*	*203*	*44*	*247*	*839*	*123*	*962*	*10*	*19*	*40*	*69*
	1935-36	208	49	257	837	125	962	10	14	33	57
Burma	*1934-35*	*220*	*Nil*	*220*	*755*	*Nil*	*755*	*17*	*Nil*	*25*	*42*
	1935-36	222	Nil	222	814	Nil	814	13	Nil	30	43

‡ Excluding electric multiple unit suburban trains.

Railways for the years 1934-35 and 1935-36 (In thousands)—contd.

Engine Miles.								Total Department-mental. (Cols. 15+33+35.)	Total Engine Miles.			Railway.
Goods and proportion of mixed.					Departmental (including shunting and departmental siding-)				Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27)	Goods & proportion of mixed. (Columns 11+23+32)	Total including Departmental. (Columns 36+37+38)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
240	*41*	*521*	*221*	*1,023*	*7*	*23*	*378*	*771*	*5,925*	*10,253*	*16,949*	Bengal Nagpur.
365	142	614	277	1,398	9	29	432	895	5,990	11,474	18,359	
Nil	*2*	*58*	*17*	*77*	*3*	*20*	*242*	*325*	*4,116*	*3,314*	*7,755*	Bombay, Baroda & Central India.
Nil	3	57	19	79	3	13	244	312	4,178	3,305	7,795	
4	*11*	*67*	*162*	*244*	*22*	*52*	*73*	*791*	*5,645*	*2,534*	*8,970*	Eastern Bengal.
5	10	47	175	237	52	94	122	605	5,818	2,448	8,871	
83	*131*	*922*	*1,297*	*2,433*	*105*	*69*	*821*	*1,847*	*17,633*	*18,831*	*38,311*	East Indian.
86	150	954	1,333	2,523	99	78	872	1,863	18,079	19,078	39,020	
84	*63*	*186*	*39*	*372*	*5*	*40*	*276*	*639*	*10,636*	*8,357*	*19,632*	Steam — Great Indian Peninsula.
100	83	192	39	414	6	39	222	520	10,692	8,468	19,680	
73	*1*	*26*	*Nil*	*100*	*1*	*13*	*29*	*81*	*1,878*	*684*	*2,643*	‡ Electric — Great Indian Peninsula.
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	
46	*5*	*97*	*5*	*153*	*10*	*22*	*161*	*357*	*4,392*	*2,737*	*7,486*	Madras & Southern Mahratta.
43	16	107	9	175	5	26	157	317	4,396	3,033	7,746	
4	*3*	*82*	*Nil*	*89*	*Nil*	*17*	*102*	*176*	*1,013*	*1,110*	*2,299*	Nizam's State.
Nil	1	56	Nil	57	Nil	15	90	169	949	1,066	2,184	
184	*36*	*463*	*70*	*753*	*46*	*35*	*633*	*1,095*	*15,541*	*10,817*	*27,453*	North Western.
216	34	499	79	828	45	44	677	1,125	16,015	11,240	28,380	
21	*9*	*44*	*Nil*	*74*	*22*	*22*	*37*	*207*	*2,735*	*1,080*	*4,022*	South Indian.
22	9	44	3	78	26	21	41	249	2,979	1,137	4,365	
666	*301*	*2,440*	*1,811*	*5,218*	*220*	*300*	*2,723*	*6,208*	*67,636*	*59,033*	*132,877*	Steam — Total 5′ 6″ Gauge.
837	448	2,570	1,934	5,789	245	359	2,857	6,055	69,096	61,249	136,400	
73	*1*	*26*	*Nil*	*100*	*1*	*13*	*29*	*81*	*1,878*	*684*	*2,643*	‡ Eclectric — Total 5′ 6″ Gauge.
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	
												3′ 3⅜″ Gauge
28	*26*	*58*	*1*	*113*	*3*	*9*	*68*	*264*	*1,680*	*2,761*	*4,705*	Assam Bengal.
25	41	36	2	104	2	16	52	206	1,918	2,682	4,806	
15	*73*	*58*	*Nil*	*146*	*134*	*16*	*166*	*811*	*5,123*	*4,996*	*10,930*	Bengal and North Western.
27	57	50	Nil	134	139	17	182	759	5,567	4,688	11,014	
9	*40*	*68*	*25*	*142*	*3*	*2*	*282*	*347*	*4,978*	*4,329*	*9,654*	Bombay, Baroda & Central India.
10	38	69	20	137	Nil	3	299	356	4,923	4,493	9,772	
13	*Nil*	*193*	*333*	*539*	*Nil*	*Nil*	*114*	*461*	*4,203*	*4,419*	*9,083*	Burma.
12	Nil	177	292	481	Nil	Nil	134	488	4,464	4,345	9,297	

17.—Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	Shunting Miles.						Other
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.
16	17	18	19	20	21	22	23	24
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1934-35*	*187*	*15*	*202*	*609*	*85*	*694*	*Nil*
	1935-36	192	14	206	513	91	604	Nil
Jodhpur	*1934-35*	*27*	*60*	*87*	*191*	*68*	*259*	*4*
	1935-36	28	59	87	212	72	284	3
Madras & Southern Mahratta	*1934-35*	*98*	*6*	*104*	*628*	*68*	*696*	*15*
	1935-36	87	7	94	589	70	659	17
Nizam's State	*1934-35*	*25*	*6*	*31*	*87*	*8*	*95*	*3*
	1935-36	25	6	31	87	5	92	3
Rohilkund and Kumaon	*1934-35*	*43*	*Nil*	*43*	*248*	*4*	*252*	*12*
	1935-36	44	Nil	44	237	10	247	12
South Indian	*1934-35*	*118*	*185*	*303*	*325*	*234*	*559*	*12*
	1935-36	107	109	216	289	249	538	3
Total 3′ 3⅜″ Gauge	*1934-35*	*1,158*	*399*	*1,557*	*5,427*	*1,058*	*6,485*	*80*
	1935-36	1,153	323	1,476	5,341	984	6,325	80

Railway.	Year.	Shunting Miles (all classes).			Other
		Shunting Engines.	Train Engines.	Total.	
2′ 6″ & 2′ 0″ Gauges.					
Bengal-Nagpur	*1934-35*	*275*	*99*	*374*	
	1935-36	280	112	392	
Bombay, Baroda & Central India	*1934-35*	*Nil*	*34*	*34*	
	1935-36	Nil	36	36	
Eastern Bengal	*1934-35*	*Nil*	*3*	*3*	
	1935-36	Nil	Nil	Nil	
Great Indian Peninsula	*1934-35*	*31*	*6*	*37*	
	1935-36	30	9	39	
North Western	*1934-35*	*109*	*34*	*143*	
	1935-36	101	44	145	
South Indian	*1934-35*	*Nil*	*9*	*9*	
	1935-36	Nil	7	7	
Total 2′ 6″ & 2′ 0″ Gauges	*1934-35*	*415*	*185*	*600*	
	1935-36	411	208	619	
Total Class I Railways — Steam	*1934-35*	*22,349*	*3,602*	*25,951*	*
	1935-36	22,446	3,622	26,068	*

Railway.	Year.	Other			
		Passenger and proportion of mixed.			
		Assisting not required.	Light.	Total. Other. (Cols. 24+ 25+26.)	
16	17	25	26	27	
3′ 3⅜″ Gauge—*concld.*					
Eastern Bengal	*1934-35*	*3*	*6*	*9*	
	1935-36	2	10	12	
Jodhpur	*1934-35*	*6*	*8*	*18*	
	1935-36	6	7	16	
Madras & Southern Mahratta	*1934-35*	*16*	*49*	*80*	
	1935-36	10	43	70	
Nizam's State	*1934-35*	*2*	*20*	*25*	
	1935-36	2	21	26	
Rohilkund and Kumaon	*1934-35*	*10*	*17*	*39*	
	1935-36	8	17	37	
South Indian	*1934-35*	*8*	*14*	*34*	
	1935-36	3	10	16	
Total 3′ 3⅜″ Gauge	*1934-35*	*85*	*230*	*395*	
	1935-36	69	218	367	
2′ 6″ & 2′ 0″ Gauges.					
Bengal-Nagpur	*1934-35*				
	1935-36				
Bombay, Baroda & Central India	*1934-35*				
	1935-36				
Eastern Bengal	*1934-35*				
	1935-36				
Great Indian Peninsula	*1934-35*				
	1935-36				
North Western	*1934-35*				
	1935-36				
South Indian	*1934-35*				
	1935-36				
Total 2′ 6″ & 2′ 0″ Gauges	*1934-35*				
	1935-36				
Total Class I Railways — Steam	*1934-35*				*
	1935-36				*
Total Class I Railways — Electric‡	*1934-35*	*90*	*56*	*41*	*187*
	1935-36	100	50	31	181

Railway.	Year.	Shunting Miles.						Other
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.
Total Class I Railways — Electric‡	*1934-35*	*129*	*1*	*130*	*3*	*22*	*25*	*90*
	1935-36	131	1	132	31	17	48	100

Railway.	Year.	Other			
		Passenger and proportion of mixed.			
		Assisting not required.	Light.	Total. Other. (Cols. 24+ 25+26.)	
Total Class I Railways — Electric‡	*1934-35*	*56*	*41*	*187*	
	1935-36	50	31	181	

‡Excluding electric multiple unit suburban trains.
* Included in column 32.

Railways for the years 1934-35 and 1935-36 (In thousands)—concld.

ENGINE MILES.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	Railway.
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3⅜″ GAUGE—*concld.*
Nil	*4*	*13*	*20*	*37*	*2*	*8*	*37*	*150*	*2,615*	*2,013*	*4,778*	Eastern Bengal.
Nil	4	9	26	39	3	11	38	113	2,934	2,108	5,155	
18	*6*	*27*	*8*	*59*	*Nil*	*3*	*77*	*106*	*944*	*1,239*	*2,289*	Jodhpur.
7	4	18	7	36	Nil	7	105	215	1,085	1,283	2,583	
113	*102*	*100*	*1*	*316*	*1*	*14*	*91*	*263*	*3,976*	*4,163*	*8,402*	Madras & Southern Mahratta.
80	76	111	2	269	2	23	117	315	4,076	3,854	8,245	
2	*2*	*33*	*Nil*	*37*	*1*	*9*	*73*	*110*	*1,109*	*559*	*1,778*	Nizam's State.
1	1	35	Nil	37	1	8	76	123	1,057	533	1,713	
9	*5*	*11*	*4*	*29*	*13*	*2*	*74*	*165*	*1,078*	*967*	*2,210*	Rohilkund and Kumaon.
10	5	11	3	29	13	2	79	165	1,094	971	2,230	
47	*22*	*29*	*25*	*123*	*56*	*61*	*102*	*616*	*6,939*	*2,467*	*10,022*	South Indian.
24	2	12	26	64	49	47	84	630	6,989	2,278	9,897	
254	*280*	*590*	*417*	*1,541*	*213*	*124*	*1,084*	*3,293*	*32,645*	*27,913*	*63,351*	Total 3′ 3⅜″ Gauge.
196	228	528	378	1,330	209	134	1,166	3,370	34,107	27,235	64,712	
			Total § OTHER ENGINE MILES.			Total OTHER DEPARTMENTAL.						2′ 6″ & 2′ 0″ GAUGES.
			38			*22*		*79*	*1,160*	*897*	*2,136*	Bengal Nagpur.
			27			23		71	1,163	931	2,165	
			5			*1*		*5*	*316*	*113*	*434*	Bombay, Baroda & Central India.
			6			2		8	321	119	448	
			Nil			*Nil*		*2*	*113*	*5*	*120*	Eastern Bengal.
			Nil			Nil		Nil	104	6	110	
			1			*2*		*22*	*246*	*234*	*502*	Great Indian Peninsula.
			Nil			2		19	248	245	512	
			65			*13*		*42*	*593*	*708*	*1,343*	North Western.
			59			12		32	567	729	1,328	
			Nil			*Nil*		*2*	*115*	*47*	*164*	South Indian.
			Nil			Nil		1	125	47	173	
			109			*38*		*152*	*2,543*	*2,004*	*4,699*	Total 2′ 6″ & 2′ 0″ Gauges.
			92			39		131	2,528	2,077	4,736	
				9,016				*†9,653*	*102,824*	*88,950*	*201,427*	Steam
				9,382				9,556	105,731	90,561	205,848	
73	*1*	*26*	*Nil*	*100*	*1*	*13*	*29*	*81*	*1,878*	*684*	*2,643*	Electric ‡
72	Nil	25	Nil	97	Nil	15	30	64	1,857	711	2,632	

Total Class I Railways.

§ "Other" includes Assisting required, Assisting not required Light and Siding.
†Revised Figure.

18.—*Statement of Engine hours of Class I Railways*

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4 + 5.)	Main Line.	Branch Line.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1934-35*	*257,0*	*8,2*	*18,6*	*26,9*	*279,1*	*218,2*	*497,3*	*58,2*	*570,9*
	1935-36	255,2	8,5	17,4	25,9	319,3	241,2	560,5	54,1	595,8
Bombay, Baroda and Central India.	*1934-35*	*146,6*	*17,6*	*41,4*	*59,0*	*125,0*	*22,5*	*147,5*	*28,1*	*169,0*
	1935-36	147,8	18,4	40,0	58,4	119,8	22,7	142,5	31,4	168,8
Eastern Bengal	*1934-35*	*240,5*	*11,4*	*5,8*	*17,2*	*108,1*	*17,9*	*126,0*	*75,3*	*168,4*
	1935-36	245,5	12,0	9,5	21,5	100,6	16,1	116,7	76,7	162,5
East Indian	*1934-35*	*612,1*	*67,7*	*15,1*	*82,8*	*833,8*	*229,5*	*1,066,3*	*155,6*	*819,4*
	1935-36	624,6	70,6	14,7	85,3	860,6	245,8	1,106,4	156,7	835,6
Great Indian Peninsula	*1934-35*	*444,5*	*39,2*	*17,0*	*56,2*	*330,2*	*142,0*	*472,2*	*71,9*	*417,1*
	1935-36	436,2	39,3	17,2	56,5	322,5	142,5	465,0	73,0	426,6
Madras and Southern Mahratta	*1934-35*	*18,73*	*11,2*	*16,9*	*28,1*	*113,9*	*36,9*	*150,8*	*26,3*	*125,6*
	1935-36	188,3	9,8	16,2	26,0	131,8	37,5	169,3	24,7	134,3
Nizam's State	*1934-35*	*31,5*	*12,5*	*15,8*	*28,3*	*48,5*	*1*	*48,6*	*11,4*	*42,9*
	1935-36	29,4	11,0	14,1	25,1	46,7	Nil	46,7	10,8	43,3
North Western	*1934-35*	*450,5*	*227,3*	*1 17,5*	*344,8*	*457,9*	*82,9*	*540,8*	*193,0*	*471,3*
	1935-36	459,8	234,9	125,8	360,7	478,3	87,1	565,4	201,1	492,0
South Indian	*1934-35*	*123,9*	*7,7*	*6,6*	*14,3*	*41,7*	*10,4*	*52,1*	*27,8*	*62,2*
	1935-36	138,0	8,3	6,5	14,8	41,3	15,9	57,2	20,6	58,9
Total 5′ 6″ Gauge	*1934-35*	*2,493,9*	*402,9*	*254,7*	*657,6*	*2,341,2*	*760,4*	*3,101,6*	*647,6*	*2,846,8*
	1935-36	2,524,8	412,8	261,4	674,2	2,420,9	808,8	3,229,7	649,1	2,917,8
3′ 3¾″ Gauge.										
Assam Bengal	*1934-35*	*2*	*121,7*	*127,7*	*249,4*	*10,0*	*27,2*	*37,2*	*25,1*	*130,9*
	1935-36	5,2	126,1	123,9	250,0	8,6	25,1	33,7	26,0	118,4
Bengal and North Western	*1934-35*	*236,7*	*73,1*	*58,1*	*131,2*	*123,8*	*112,8*	*236,6*	*37,2*	*330,6*
	1935-36	251,5	81,4	55,7	137,1	112,0	97,6	209,6	36,4	306,0
Bombay, Baroda and Central India.	*1934-35*	*201,7*	*60,9*	*62,9*	*123,8*	*100,9*	*93,7*	*194,6*	*49,4*	*192,4*
	1935-36	196,3	62,2	71,4	133,6	103,7	93,1	196,8	51,4	192,5
Burma	*1934-35*	*60,6*	*168,6*	*83,5*	*252,1*	*115,9*	*45,5*	*161,4*	*44,1*	*151,0*
	1935-36	62,4	172,4	85,4	257,8	111,9	41,8	153,7	44,5	162,9

for the years 1934-35 and 1935-36 (In hundreds).

Service.					Departmental Engine-hours.				Percentage of train Engine hours to total Engine hours.		
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16+19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5′ 6″ Gauge.
68,8	*194,9*	*31,6*	*392,3*	*1,313,3*	*3,4*	*97,1*	*100,5*	*1,806,1*	*67*	*37*	Bengal-Nagpur.
33 6	231,1	39,6	386,4	1,444,4	3,7	109,9	113,6	1,944,4	68	37	
53,7	*40,9*	*2,4*	*246,0*	*401,2*	*2,6*	*46,6*	*49,2*	*696,4*	*66*	*42*	Bombay, Baroda Central India.
55,1	40,9	2,7	252,7	394,9	2,6	45,0	47,6	695,2	65	41	
90,9	*34,8*	*23,1*	*418,1*	*358,1*	*2,6*	*95,2*	*97,8*	*874,0*	*60*	*29*	Eastern Bengal.
99,8	31,9	25,0	434,0	345,6	8,0	68,3	76,3	855,9	58	30	
246,3	*280,4*	*185,3*	*1,081,7*	*2,366,5*	*31,6*	*217,3*	*248,9*	*3,697,1*	*61*	*42*	East Indian.
257,2	289,7	190,4	1,109,1	2,436,8	31,4	223,3	254,7	3,800,6	61	42	
113,0	*178,7*	*5,6*	*668,6*	*1,090,6*	*6,6*	*88,3*	*94,9*	*1,854,1*	*72*	*42*	Great Indian Peninsula.
108,9	179,2	5,6	657,4	1,093,6	7,7	71,6	79,3	1,830,3	72	41	
78,6	*65,6*	*7*	*303,4*	*359,6*	*6,5*	*35,6*	*42,1*	*705,1*	*64*	*42*	Madras and Southern Mahratta.
76,6	64,2	1,2	299,4	385,2	4,7	34,0	38,7	723,3	65	44	
13.4	*19,3*	*Nil*	*68,8*	*126,6*	*1*	*26,0*	*26,1*	*221,5*	*64*	*42*	Nizam's State.
12,8	16,8	Nil	64,0	120,9	1	23,1	23,2	208,1	63	42	
157,0	*150,8*	*10,1*	*1,027,8*	*1,290,5*	*11,7*	*138,7*	*150,4*	*2,468,7*	*65*	*46*	North Western.
165,1	159,1	11,2	1,060,9	1,353,5	12,8	136,3	149,1	2,563,5	65	46	
50,4	*30,3*	*Nil*	*209,8*	*151,2*	*4,0*	*24,1*	*28,1*	*389,1*	*62*	*33*	South Indian.
60,5	27,5	4	227,4	150,5	5,7	30,0	35,7	413,6	63	35	
872,1	*995,7*	*258,8*	*4,416,5*	*7,457,6*	*69,1*	*768,9*	*838,0*	*12,712,1*			Total 5 6″ Gauge.
904,6	1,040,4	276,1	4,491,3	7,725,4	76,7	741,5	818,2	13,034,9			
											3′ 3⅜″ Gauge.
28,5	*44,1*	*1*	*175,5*	*340,0*	*9*	*29,6*	*30,5*	*546,0*	*69*	*45*	Assam Bengal.
34,5	42,7	4	191,8	319,1	8	23,6	24,4	535,3	68	46	
64,6	*81,9*	*Nil*	*411,6*	*70,72*	*27,0*	*91,9*	*118,9*	*1,237,7*	*71*	*37*	Bengal and North Western.
66 2	63,7	Nil	435,5	635,0	27,0	84,8	111,8	1,182,3	72	37	
57,6	*56,9*	*3,5*	*369,6*	*510,3*	*6*	*57,2*	*57,8*	*937,7*	*71*	*45*	Bombay, Baroda and Central India.
57,3	58,3	2,9	367,2	521,9	3	57,6	57,9	947,0	70	46	
62,8	*41,0*	*47,5*	*336,1*	*484,4*	*1,3*	*46,1*	*47,4*	*867,9*	*68*	*46*	Burma.
64,0	40,7	41,8	343,3	484,5	1,0	50,8	51,8	879,6	68	45	

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

18.—*Statement of Engine hours of Class I Railways*

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ Gauge—*concld.*										
Eastern Bengal	*1934-35*	*119,6*	*28,8*	*22,2*	*51,0*	*94,8*	*9,0*	*103,8*	*40,4*	*118,7*
	1935-36	125,2	38,4	23,6	62,0	92,9	10,2	103,1	41,3	120,9
Jodhpur	*1934-35*	*18,0*	*33,2*	*37,4*	*70,6*	*36,6*	*2,2*	*38,8*	*17,5*	*51,9*
	1935-36	25,1	35,0	34,9	69,9	42,7	3,7	46,4	17,3	56,9
Madras and Southern Mahratta	*1934-35*	*175,2*	*39,1*	*69,3*	*108,4*	*146,4*	*62,7*	*209,1*	*20,7*	*139,2*
	1935-36	178,1	39,9	60,1	100,0	135,9	65,0	200,9	18,7	131,9
Nizam's State	*1934-35*	*47,4*	*7,4*	*3,6*	*11,0*	*38,0*	*Nil*	*38,0*	*6,2*	*19,0*
	1935-36	44,1	7,5	3,2	10,7	35,1	Nil	35,1	6,2	18,3
Rohilkund and Kumaon	*1934-35*	*36,3*	*27,4*	*35,3*	*62,7*	*21,7*	*9*	*22,6*	*8,7*	*50,5*
	1935-36	36,9	27,5	36,1	63,6	21,7	8	22,5	8,8	49,4
South Indian	*1934-35*	*333,2*	*45,5*	*32,8*	*78,3*	*89,2*	*34,1*	*123,3*	*60,5*	*111,7*
	1935-36	336,3	44,2	31,3	75,5	91,8	21,6	113,4	43,3	107,5
Total 3′ 3⅜″ Gauge	*1934-35*	*1,228,9*	*605,7*	*532,8*	*1,138,5*	*777,3*	*388,1*	*1,165,4*	*309,8*	*1,295,9*
	1935-36	1,261,1	634,6	525,6	1,160,2	756,3	358,9	1,115,2	293,9	1,264,7
2′ 6″ & 2′ 0″ Gauges.			Total			Total			Total	
Bengal Nagpur	*1934-35*	*45,9*			*53,2*			*38,2*	*74,9*	
	1935-36	48,7			49,7			40,7	*78,3	
Bombay, Baroda and Central India.	*1934-35*	*7,3*			*25,2*			*5*	*6,9*	
	1935-36	7,4			26,7			5	7,1	
Eastern Bengal	*1934-35*	*6,6*			*4,6*			*Nil*	*6*	
	1935-36	6,5			3,9			Nil	Nil	
Great Indian Peninsula	*1934-35*	*1*			*31,9*			*Nil*	*7,6*	
	1935-36	1			32,4			Nil	8,1	
North Western	*1934-35*	*12,4*			*53,6*			*44,0*	*28,7*	
	1935-36	11,9			53,6			44,5	28,9	
South Indian	*1934-35*	*Nil*			*11,8*			*Nil*	*1,8*	
	1935-36	Nil			12,7			Nil	1,5	
Total 2′ 6″ & 2′ 0″ Gauges	*1934-35*	*72,3*			*180,3*			*82,7*	*120,5*	
	1935-36	74,6			179,0			85,7	123,9	
Total Class I Railways	*1934-35*	*3,795,1*			*1,976,4*			*4,349,7*	**5,220,6*	
	1935-36	3,860,5			2,013,4			4,430,6	5,249,4	

for the years 1934-35 and 1935-36 (In hundreds)—concld.

Service. † Other Hours. Passenger and proportion of mixed. (12)	Service. † Other Hours. Goods and proportion of mixed. (13)	Service. † Other Hours. Siding Engine Hours. (14)	Service. Total. Passenger and proportion of mixed. (Columns 3+4+10+12.) (15)	Service. Total. Goods and proportion of mixed. (Columns 5+9+11+13+14.) (16)	Departmental Engine hours. Passenger and total mixed. (17)	Departmental Engine hours. Goods. (18)	Departmental Engine hours. Total. (Columns. 17 + 18.) (19)	Total Engine hours. (Columns 15+16+19.) (20)	Percentage of train Engine hours to Total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed). (21)	Percentage of train Engine hours to Total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed). (22)	Railway. (23)
											3′3⅜″ Gauge—*concld.*
41,9	*20,6*	*2,8*	*230,7*	*268,1*	*1,0*	*19,5*	*20,5*	*519,3*	*64*	*44*	Eastern Bengal.
44,8	21,8	3,7	249,7	273,1	2,0	14,5	16,5	539,3	65	44	
28,2	*45,4*	*1,1*	*96,9*	*174,6*	*3*	*18,1*	*18,4*	*289,9*	*53*	*40*	Jodhpur.
33,2	47,0	1,0	110,6	186,2	4	32,0	32,4	329,2	54	37	
42,7	*75,6*	*2*	*277,7*	*493,4*	*1,9*	*28,5*	*30,4*	*801,5*	*77*	*53*	Madras and Southern Mahratta.
43,5	67,0	2	280,2	460,1	1,8	34,0	35,8	776,1	77	53	
15,6	*7,2*	*Nil*	*76,6*	*67,8*	*3*	*15,0*	*15,3*	*159,7*	*71*	*59*	Nizam's State.
16,1	11,3	Nil	73,9	67,9	4	16,7	17,1	158,9	69	45	
12,1	*9,3*	*6*	*84,5*	*118,3*	*2,9*	*25,5*	*28,4*	**231,2*	*73*	*40*	Rohilkund and Kumaon.
11,2	9,5	5	84,4	118,0	2,7	25,9	28,6	231,0	74	41	
176,6	*51,2*	*3,7*	*615,8*	*322,7*	*12,2*	*72,5*	*84,7*	*1,023,2*	*60*	*39*	South Indian.
172,1	42,5	3,7	595,9	298,4	11,5	76,0	87,5	981,8	63	39	
530,6	*433,2*	**59,5*	*2,675,0*	*3,486,8*	*48,4*	*403,9*	*452,3*	**6,614,1*			Total 3′ 3⅜″ Gauge.
542,9	404,5	54,2	2,732,5	3,364,2	47,9	415,9	463,8	6,560,5			
Total.					Total.						2′ 6″ & 2′0″ Gauges.
24,4							*10,7*	*247,3*			Bengal Nagpur.
25,4							9,7	252,5			
16,0							*7*	*56,6*			Bombay, Baroda and Central India.
15,2							1,0	57,9			
8,7							*2*	*20,7*			Eastern Bengal.
8,2							*Nil*	18,6			
5,2							*2,2*	*47,7*			Great Indian Peninsula.
4,6							2,3	47,5			
20,4							*5,5*	*164,6*			North Western.
19,6							4,3	162,8			
7,8							*1*	*21,5*			South Indian.
8,6							*1*	22,9			
82,5							*20,1*	*558,4*			Total 2′ 6″ & 2′0″ Gauges.
81,6							17,4	562,2			
**3,232,4*							**1,310,4*	**19,884,6*			Total Class I Railways.
3,304,3							1,299,4	20,157,6			

† "Other" includes Assisting not required, Assisting not required Light and Siding engine hours.

*Revised figures.

19.—*Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I*

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7.)	Total (Cols. 9 +10.)	GOODS AND Goods. *Main Lines.* Loaded.	Total	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal-Nagpur	*1934-35*	*81,333*	*2,357*	*83,690*	*2,270*	*28*	*2,298*	*83,603*	*2,385*	*85,988*	*105,513*	*151,552*	*69·6*
	1935-36	83,569	2,518	86,087	2,386	31	2,417	85,955	2,549	88,504	117,747	168,706	69·8
Bombay, Baroda and Central India.	*1934-35*	*47,312*	*9,901*	*57,213*	*6,593*	*756*	*7,349*	*53,905*	*10,657*	*64,562*	*59,642*	*81,722*	*73·0*
	1935-36	47,958	10,987	58,945	6,895	886	7,781	54,853	11,873	66,726	60,861	83,438	72 9
Eastern Bengal	*1934-35*	*75,622*	*5,375*	*80,997*	*2,836*	*Nil*	*2,836*	*78,458*	*5,375*	*83,833*	*42,071*	*57,939*	*72·6*
	1935-36	78,264	5,348	83.612	2,610	Nil	2,610	80,874	5,348	86,222	37,756	52,089	72·5
East Indian	*1934-35*	*248,171*	*10,241*	*258,412*	*19,246*	*324*	*19,570*	*267,417*	*10,565*	*277,982*	*352,263*	*545,859*	*64·5*
	1935-36	254,289	9,970	264,259	19,418	367	19,785	273,707	10,337	284,044	349,560	542,387	64 5
Great Indian Peninsula	*1934-35*	*165,727*	*4,325*	*170,052*	*11,735*	*Nil*	*11,735*	*177,462*	*4,325*	*181,787*	*169,148*	*223,759*	*75·6*
	1935-36	169,530	4,245	173,775	12,144	Nil	12,144	181,674	4,245	185,919	168,849	222,084	76·0
Madras and Southern Mahratta.	*1934-35*	*50,610*	*2,212*	*52,822*	*2,562*	*Nil*	*2,562*	*53,172*	*2,212*	*55,384*	*48,969*	*69,158*	*70·8*
	1935-36	52,617	1,549	54,166	2,335	16	2,351	54,952	1,565	56,517	54,056	80,846	66·9
Nizam's State	*1934-35*	*10,063*	*231*	*10,294*	*3,605*	*62*	*3,667*	*13,668*	*293*	*13,961*	*17,485*	*25,640*	*68·2*
	1935-36	10,113	214	10,327	3,465	80	3,545	13,578	294	13,872	17,361	25,560	67·9
North Western	*1934-35*	*177,188*	*6,861*	*184,049*	*62,452*	*859*	*63,311*	*239,640*	*7,720*	*247,360*	*195,441*	*267,833*	*73·0*
	1935-36	182,592	7,971	190,563	64,597	1,038	65,635	247,189	9,009	256,198	202,314	274,318	73·8
South Indian	*1934-35*	*29,016*	*335*	*29,351*	*1,498*	*1*	*1,499*	*30,514*	*336*	*30,850*	*13,642*	*17,308*	*78·8*
	1935-36	32,360	343	32,703	1,635	Nil	1,635	33,995	343	34,338	14,694	18,911	77·7
Total 5′ 6″ Gauge	*1934-35*	*885,042*	*41,838*	*926,880*	*112,797*	*2,030*	*114,827*	*997,839*	*43,868*	*1,041,707*	*1,004,174*	*1,440,770*	*69·7*
	1935-36	911,292	43,145	954,437	115,485	2,418	117,903	1,026,777	45,563	1,072,340	1,023,198	1,468,339	69·7
3′ 3⅜″ Gauge.													
Assam Bengal	*1934-35*	*72*	*26*	*98*	*39,677*	*3,035*	*42,712*	*39,749*	*3,061*	*42,810*	*3,172*	*5,260*	*60·3*
	1935-36	404	23	427	41,086	3,169	44,255	41,490	3,192	44,682	1,457	2,186	66·7
Bengal and North-Western.	*1934-35*	*62,945*	*985*	*63,930*	*17,391*	*91*	*17,482*	*80,336*	*1,076*	*81,412*	*44,951*	*60,330*	*74·5*
	1935-36	68,612	828	69,440	18,578	141	18,719	87,190	969	88,159	44,279	58,156	76·1
Bombay, Baroda and Central India.	*1934-35*	*59,949*	*5,069*	*65,018*	*23,218*	*1,073*	*24,291*	*83,167*	*6,142*	*89,309*	*44,782*	*63,233*	*70·8*
	1935-36	58,646	4,667	63,313	23,484	1,122	24,606	82,130	5,789	87,919	45,914	65,937	69·6
Burma	*1934-35*	*22,691*	*274*	*22,965*	*46,360*	*992*	*47,352*	*69,051*	*1,266*	*70,317*	*53,029*	*76,348*	*69·5*
	1935-36	23,429	295	23,724	46,325	999	47,324	69,754	1,294	71,048	51,747	72,198	71·7

Railways for the years 1934-35 and 1935-36 (In thousands).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL.)			
Goods. Branch lines.			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5′ 6″ Gauge.
63,962	*109,350*	*58·5*	*3,616*	*5,164*	*173,091*	*266,066*	*65·1*	*525*	*6,628*	*7,153*	*404*	*7,898*	*8,302*	Bengal Nagpur.
72,738	121,925	59·7	3,130	4,845	193,615	295,476	65·5	565	8,230	8,795	416	8,618	9,034	
6,775	*11,379*	*59·5*	*13,227*	*17,320*	*79,644*	*110,421*	*72·1*	*89*	*2,123*	*2,212*	*1,843*	*1,957*	*3,800*	Bombay, Baroda and Central India.
7,113	11,611	61·2	13,148	16,878	81,122	111,927	72·5	93	1,247	1,340	1,461	1,881	3,342	
3,791	*6,141*	*61·8*	*1,053*	*1,453*	*46,918*	*65,533*	*71·6*	*139*	*27,683*	*27,822*	*135*	*2,350*	*2,485*	Eastern Bengal.
3,423	5,589	61·2	1,367	1,969	42,546	59,647	71·3	156	18,873	19,029	207	1,864	2,071	
46,302	*69,490*	*66·6*	*3,178*	*4,234*	*401,743*	*619,583*	*64·8*	*3,182*	*25,426*	*28,608*	*2,201*	*14,474*	*16,675*	East Indian.
47,653	71,631	66·5	2,983	4,014	400,196	618,032	64·8	3,169	23,012	26,181	2,305	14,423	16,728	
42,120	*65,489*	*64·3*	*2,974*	*4,597*	*214,242*	*293,845*	*72·9*	*79*	*5,273*	*5,352*	*4,291*	*6,795*	*11,086*	Great Indian Peninsula.
41,943	64,468	65·1	3,073	4,767	213,865	291,319	73·4	74	6,085	6,159	3,789	6,882	10,671	
12,305	*15,110*	*81·4*	*2,933*	*3,889*	*64,257*	*88,157*	*72·9*	*796*	*3,464*	*4,260*	*920*	*2,675*	*3,595*	Madras and Southern Mahratta.
12,010	14,927	80·5	3,036	3,895	69,102	99,668	69·3	614	2,723	3,337	662	2,882	3,544	
44	*75*	*57·9*	*3,437*	*4,666*	*20,966*	*30,381*	*69·0*	*25*	*1,098*	*1,123*	*373*	*730*	*1,103*	Nizam's State.
1	2	32·1	3,401	4,508	20,763	30,070	69·1	15	999	1,014	260	720	980	
20,821	*28,493*	*73·1*	*25,070*	*32,572*	*241,332*	*328,898*	*73·4*	*461*	*12,886*	*13,347*	*6,235*	*6,433*	*12,668*	North Western.
21,822	29,213	74·7	27,089	35,421	251,225	338,952	74·1	456	12,008	12,464	6,000	6,490	12,490	
2,529	*3,376*	*74·9*	*1,259*	*1,585*	*17,430*	*22,269*	*78·3*	*12*	*2,248*	*2,260*	*286*	*1,168*	*1,454*	South Indian.
4,169	5,805	71·8	1,296	1,603	20,159	26,319	76·6	13	2,592	2,605	38	1,338	1,376	
198,652	*308,903*	*64·3*	*56,797*	*75,480*	*1,259,623*	*1,825,153*	*69·0*	*5,308*	*86,829*	*92,137*	*16,688*	*44,480*	*61,168*	Total 5′ 6″ Gauge.
210,872	325,171	64·8	58,523	77,900	1,292,593	1,871,410	69·1	5,155	75,769	80,924	15,138	45,098	60,236	
														3′ 3⅜″ Gauge.
3,737	*5,481*	*68·2*	*32,212*	*44,855*	*39,121*	*55,596*	*70·4*	*134*	*4,665*	*4,799*	*Nil*	*672*	*672*	Assam Bengal.
3,692	5,525	66·8	29,718	43,519	34,867	51,230	68·1	130	3,578	3,708	Nil	554	554	
27,050	*38,497*	*70·3*	*10,241*	*13,923*	*82,242*	*112,750*	*72·9*	*146*	*19,275*	*19,421*	*7,162*	*2,961*	*10,123*	Bengal and North Western.
26,618	36,094	73·8	9,375	12,883	80,272	107,133	74·9	128	16,089	16,217	7,920	2,762	10,682	
33,145	*46,897*	*70·7*	*18,526*	*25,158*	*96,453*	*135,288*	*71·3*	*48*	*1,631*	*1,682*	*2,670*	*2,446*	*5,116*	Bombay, Baroda and Central India.
31,617	46,235	68·4	20,522	28,307	98,053	140,479	69·8	51	1,329	1,380	2,973	2,476	5,449	
7,681	*11,317*	*67·9*	*17,747*	*22,579*	*78,457*	*110,244*	*71·2*	*162*	*9,409*	*9,571*	*121*	*2,736*	*2,857*	Burma.
6,716	9,691	69·3	17,919	22,436	76,382	104,325	73·2	183	9,977	10,160	175	2,746	2,921	

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9+10.)	GOODS AND Goods. Main Lines. Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3⅜" GAUGE—*concld.*													
Eastern Bengal	*1934-35*	*41,724*	*1,248*	*42,972*	*8,560*	*Nil*	*8,560*	*50,284*	*1,248*	*51,532*	*34,794*	*48,947*	*71·1*
	1935-36	44,823	1,099	45,922	12,007	Nil	12,007	56,830	1,099	57,929	35,363	49,840	71·0
Jodhpur	*1934-35*	*7,447*	*219*	*7,666*	*10,665*	*263*	*10,928*	*18,112*	*482*	*18,594*	*13,998*	*20,364*	*68·7*
	1935-36	8,859	247	9,106	11,462	279	11,741	20,321	526	20,847	15,802	22,871	69·1
Madras and Southern Mahratta.	*1934-35*	*42,824*	*1,282*	*44,106*	*9,811*	*Nil*	*9,811*	*52,635*	*1,282*	*53,917*	*41,233*	*54,717*	*75·4*
	1935-36	45,534	904	46,438	9,994	80	10,074	55,528	984	56,512	39,274	51,351	76·5
Nizam's State	*1934-35*	*10,261*	*397*	*10,658*	*1,697*	*28*	*1,725*	*11,958*	*425*	*12,383*	*10,657*	*14,576*	*73·1*
	1935-36	9,781	481	10,262	1,818	24	1,842	11,599	505	12,104	10,080	13,143	76·7
Rohilkund and Kumaon	*1934-35*	*7,765*	*105*	*7,870*	*6,164*	*70*	*6,234*	*13,929*	*175*	*14,104*	*4,251*	*6,429*	*66·1*
	1935-36	8,076	104	8,180	6,239	67	6,306	14,315	171	14,486	4,443	6,821	65·1
South Indian	*1934-35*	*88,119*	*539*	*88,658*	*10,419*	*9*	*10,428*	*98,538*	*548*	*99,086*	*33,571*	*46,125*	*72·8*
	1935-36	88,802	607	89,409	9,985	2	9,987	98,787	609	99,396	33,382	47,126	70·8
Total 3' 3⅜" Gauge	*1934-35*	*343,797*	*10,144*	*353,941*	*173,962*	*5,561*	*179,523*	*517,759*	*15,705*	*533,464*	*284,438*	*396,329*	*71·8*
	1935-36	356,966	9,255	366,221	180,978	5,883	186,861	537,944	15,138	553,082	281,741	389,629	72·3

		Total	Total	Total	Total Main and Branch Lines. Loaded.	Total.	Percentage loaded of Total.
2' 6" & 2' 0" GAUGES.							
Bengal-Nagpur	*1934-35*	*12,017*	*8,950*	*20,967*	*6,253*	*9,691*	*64·5*
	1935-36	13,192	7,537	20,729	6,572	10,065	65·3
Bombay, Baroda and Central India.	*1934-35*	*841*	*2,279*	*3,120*	*35*	*69*	*50·7*
	1935-36	915	2,348	3,263	25	51	49·0
Eastern Bengal	*1934-35*	*684*	*458*	*1,142*	*Nil*	*Nil*	*Nil*
	1935-36	684	390	1,074	Nil	Nil	Nil
Great Indian Peninsula	*1934-35*	*15*	*2,989*	*3,004*	*Nil*	*Nil*	*Nil*
	1935-36	7	3,055	3,062	Nil	Nil	Nil
North-Western	*1934-35*	*1,648*	*6,624*	*8,272*	*2,294*	*3,902*	*58·8*
	1935-36	1,474	6,631	8,105	2,241	3,991	56·1
South Indian	*1934-35*	*Nil*	*1,843*	*1,843*	*Nil*	*Nil*	*Nil*
	1935-36	Nil	1,818	1,818	Nil	Nil	Nil
Total 2' 6" & 2' 0" Gauges	*1934-35*	*15,205*	*23,143*	*38,348*	*8,582*	*13,662*	*62·8*
	1935-36	16,272	21,779	38,051	8,838	14,107	62·6
Total Class I Railways	*1934-35*	*1,296,026*	*317,493*	*1,613,519*	*1,587,877*	*2,290,967*	*70·1*
	1935-36	1,336,930	326,543	1,663,473	1,611,993	2,321,089	69·4

Railways for the years 1934-35 and 1935-36 (In thousands)—concld.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24)	Passenger and total mixed.	Goods.	Total (Cols. 26+27.)	
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3⅜″ Gauge—*concld.*
1,448	*2,309*	*62·7*	*4,754*	*6,562*	*40,996*	*57,818*	*70·9*	*107*	*3,991*	*4,098*	*557*	*1,367*	*1,924*	Eastern Bengal.
1,958	3,123	62·7	5,518	7,389	42,839	60,352	71·0	186	1,706	1,892	373	1,283	1,656	
305	*545*	*56·1*	*10,622*	*13,940*	*24,925*	*34,849*	*71·5*	*31*	*1,108*	*1,139*	*1,014*	*543*	*1,557*	Jodhpur.
586	955	61·3	10,001	13,346	26,389	37,172	71·0	39	5,006	5,045	1,014	686	1,700	
11,101	*15,569*	*71·3*	*13,284*	*17,445*	*65,618*	*87,731*	*74·8*	*126*	*2,913*	*3,039*	*1,355*	*4,796*	*6,151*	Madras and Southern Mahratta.
11,396	15,351	74·2	11,728	15,134	62,398	81,836	76·3	141	3,353	3,494	1,088	4,450	5,538	
1	*2*	*34·2*	*768*	*842*	*11,426*	*15,420*	*74·1*	*21*	*760*	*781*	*329*	*854*	*1,183*	Nizam's State.
1	1	100·0	721	808	10,802	13,952	77·4	27	976	1,003	284	855	1,139	
127	*227*	*56·0*	*5,902*	*8,027*	*10,280*	*14,683*	*70·0*	*102*	*3,282*	*3,384*	*1,582*	*319*	*1,901*	Rohilkund and Kumaon.
114	214	53·2	6,062	8,295	10,619	15,330	69·3	115	2,975	3,090	1,554	323	1,877	
7,436	*10,459*	*71·1*	*6,946*	*9,145*	*47,953*	*65,729*	*72·9*	*38*	*10,401*	*10,439*	*514*	*3,219*	*3,733*	South Indian.
4,646	6,654	69·8	6,379	8,443	44,407	62,223	71·4	36	11,116	11,152	428	3,094	3,522	
92,031	*131,303*	*70·9*	*121,002*	*162,476*	*497,471*	*690,108*	*72·1*	*915*	*57,438*	*58,353*	*15,304*	*19,913*	*35,217*	Total 3′ 3⅜″ Gauge.
87,344	123,843	70·5	117,943	160,560	487,028	674,032	72·3	1,036	56,105	57,141	15,809	19,229	35,038	
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
5,216	*6,533*	*11,469*	*16,224*	*70·7*				*1,370*			*594*			Bengal Nagpur.
4,850	6,469	11,422	16,534	69·1				1,211			627			
1,001	*1,600*	*1,036*	*1,669*	*62·1*				*88*			*265*			Bombay, Barod and Central India.
1,062	1,723	1,087	1,774	61·3				130			261			
34	*51*	*34*	*51*	*66·7*				*7*			*30*			Eastern Bengal.
56	70	56	70	81·0				Nil			16			
1,938	*2,607*	*1,938*	*2,607*	*72·5*				*385*			*40*			Great Indian Peninsula.
2,003	2,739	2,003	2,739	73·1				336			21			
3,167	*4,418*	*5,461*	*8,320*	*65·6*				*354*			*1,424*			North Western.
3,457	4,812	5,698	8,803	64·7				250			1,298			
554	*717*	*554*	*717*	*77·3*				*12*			*Nil*			South Indian.
507	645	507	645	78·6				12			Nil			
11,910	*15,926*	*20,492*	*29,588*	*69·3*				*2,216*			*2,353*			Total 2′ 6″ and 2′ 0″ Gauges.
11,935	16,458	20,773	30,565	68·0				1,939			2,223			
189,709	*253,882*	*1,777,586*	*2,544,849*	*69·9*				*152,706*			*98,738*			Total Class I Railways.
188,401	254,918	1,800,394	2,576,007	69·9				140,004			97,497			

20.—*Statement of speed of Goods Trains (excluding Departmental) of* **Class I Railways** *for the years 1934-35 and 1935-36.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*15·8*	14·8	*12·4*	12·7	*14·1*	13·8	*12·1*	11·8	*10·7*	11·0	*11·5*	11·5
Bombay, Baroda and Central India	*12·5*	12·6	*11·3*	11·1	*12·3*	12·4	*11·6*	11·7	*11·3*	11·0	*11·5*	11·6
Eastern Bengal	*15·3*	16·5	*13·5*	13·5	*15·2*	16·3	*11·0*	11·0	*7·87*	7·87	*10·5*	10·5
East Indian	*13·3*	13·1	*9·79*	9·20	*13·0*	12·7	*11·5*	11·2	*8·56*	8·23	*10·9*	10·5
Great Indian Peninsula — Steam	*14·9*	15·9	*13·6*	13·7	*14·3*	14·9	*12·6*	12·9	*11·9*	11·9	*12·4*	12·6
Great Indian Peninsula — Electric‡	*16·5*	17·6	*Nil*	Nil	*16·5*	17·6	*13·8*	14·5	*Nil*	Nil	*13·8*	14·5
Madras and Southern Mahratta	*14·1*	14·3	*13·8*	13·9	*14·1*	14·2	*11·6*	11·9	*10·2*	10·0	*11·3*	11·5
Nizam's State	*13·1*	13·1	*13·9*	12·8	*13·1*	13·1	*11·4*	11·9	*13·9*	12·8	*11·4*	11·9
North Western	*15·6*	15·2	*Nil*	Nil	*15·6*	15·2	*10·6*	10·4	*10·0*	9·66	*10·5*	10·3
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·0*	11·2	*10·3*	11·5	*10·8*	11·3
Average for 5′ 6″ guage — Steam	*	*	*	*	*	*	*11·8*	11·7	*10·7*	10·7	*11·6*	11·5
Average for 5′ 6″ guage — Electric‡	*16·5*	17·6	*Nil*	Nil	*16·5*	17·6	*13·8*	14·5	*Nil*	Nil	*13·8*	14·5
3′ 3⅜″ GAUGE.												
Assam Bengal	*11·6*	11·4	*10·6*	11·3	*10·9*	11·3	*11·6*	9·84	*10·4*	10·8	*10·7*	10·6
Bengal and North Western	*11·7*	12·8	*7·24*	8·75	*9·70*	11·6	*9·61*	10·4	*7·98*	9·06	*8·78*	9·71
Bombay, Baroda and Central India	*13·1*	13·4	*13·8*	14·2	*13·3*	13·5	*12·1*	12·2	*11·1*	11·3	*11·6*	11·8
Burma	*13·2*	13·0	*11·8*	11·7	*12·7*	12·5	*11·9*	11·7	*11·8*	11·7	*11·9*	11·7
Eastern Bengal	*12·9*	13·7	*8·51*	8·67	*12·9*	13·4	*10·9*	11·3	*8·06*	8·85	*10·6*	11·0
Jodhpur	*14·4*	13·4	*8·19*	8·74	*13·7*	12·9	*10·5*	9·63	*9·34*	9·89	*10·0*	9·65
Madras and Southern Mahratta	*11·4*	11·5	*10·9*	10·7	*11·2*	11·3	*10·8*	10·8	*10·9*	10·5	*10·8*	10·7
Nizam's State	*11·6*	12·3	*9·75*	13·3	*11·6*	12·3	*9·83*	10·2	*9·75*	13·3	*9·83*	10·2
Rohilkund and Kumaon	*9·38*	9·10	*10·1*	10·7	*9·41*	9·16	*9·38*	9·10	*10·1*	10·7	*9·41*	9·16
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·6*	11·4	*9·68*	10·1	*11·0*	11·2
Average for 3′ 3⅜″ gauge	*	*	*	*	*	*	*11·2*	11·2	*10·7*	11·1	*11·0*	11·2

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1934-35.	1935-36.
Bengal Nagpur	*9·10*	9·09
Bombay, Baroda and Central India	*13·3*	*10·5*
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*Nil*	Nil
North Western	*7·90*	8·01
South Indian	*Nil*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*8·73*	8·80

* Information not available.

‡ Other than Electric multiple unit suburban trains.

21.—Statement of Shunting and Light Running on Class I Railways for the years 1934-35 and 1935-36.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*5·23*	4·79	*1·05*	1·11	*1·15*	1·17	*44·8*	42·0	*8·17*	8·65	*8·81*	10·6
Bombay, Baroda and Central India	*3·68*	4·05	*3·86*	4·07	*3·88*	4·10	*35·3*	35·5	*2·41*	2·42	*2·49*	2·53
Eastern Bengal	*7·18*	7·10	*0·49*	0·66	*0·51*	0·69	*58·2*	58·1	*4·63*	3·37	*5·41*	4·09
East Indian	*4·79*	4·71	*2·82*	2·93	*3·30*	3·52	*33·3*	33·8	*7·50*	7·71	*8·56*	8·92
Great Indian Peninsula	*3·05*	3·10	*1·20*	1·15	*2·35*	2·31	*32·0*	32·5	*3·27*	3·32	*4·26*	4·58
Madras and Southern Mahratta	*3·17*	2·97	*2·24*	2·02	*2·42*	2·16	*32·1*	30·7	*4·97*	4·89	*5·25*	5·62
Nizam's State	*6·11*	6·15	*2·00*	1·92	*2·33*	1·94	*26·6*	27·3	*10·2*	7·04	*10·6*	7·14
North Western	*6·86*	6·91	*1·25*	1·35	*1·91*	2·04	*30·6*	30·9	*6·01*	6·27	*6·47*	6·71
South Indian	*5·39*	3·60	*0·64*	0·60	*0·65*	0·66	*44·8*	38·5	*6·36*	5·72	*7·65*	6·81
Average for 5′ 6″ gauge	*5·03*	4·94	*1·76*	1·82	*2·27*	2·34	*35·4*	35·1	*6·14*	6·25	*6·89*	7·33
3′ 3⅜″ GAUGE.												
Assam Bengal	*8·25*	7·43	*1·37*	1·20	*1·81*	1·82	*32·8*	29·8	*2·93*	1·80	*4·24*	3·86
Bengal and North Western	*3·83*	3·56	*0·62*	0·49	*0·90*	0·74	*51·8*	50·7	*1·83*	1·66	*4·10*	3·54
Bombay, Baroda and Central India	*5·29*	5·57	*0·85*	0·72	*1·27*	1·02	*29·8*	28·4	*2·09*	2·02	*3·35*	3·14
Burma	*5·59*	5·28	*0·63*	0·71	*0·63*	0·71	*24·2*	26·7	*6·16*	5·79	*6·18*	5·80
Eastern Bengal	*8·40*	7·61	*0·26*	0·36	*0·38*	0·42	*42·9*	41·2	*0·94*	0·62	*1·25*	0·87
Jodhpur	*10·4*	8·82	*0·95*	0·68	*1·60*	1·35	*28·2*	29·5	*2·96*	1·81	*3·57*	2·27
Madras and Southern Mahratta	*2·73*	2·39	*1·30*	1·09	*1·73*	1·36	*22·1*	22·5	*3·16*	3·80	*6·39*	6·40
Nizam's State	*3·50*	3·12	*2·60*	2·09	*2·63*	2·37	*22·3*	22·7	*7·75*	8·56	*8·14*	8·89
Rohilkund and Kumaon	*4·38*	4·35	*1·70*	1·63	*2·73*	2·42	*36·8*	35·5	*1·54*	1·61	*2·32*	2·33
South Indian	*4·59*	3·20	*0·21*	0·15	*0·33*	0·19	*31·3*	32·1	*1·62*	0·72	*2·86*	0·84
Average for 3′ 3⅜″ gauge	*5·07*	4·57	*0·75*	0·68	*1·03*	0·89	*32·6*	32·3	*2·97*	2·70	*4·37*	3·86

† Other engine miles per 100 train miles.

2′ 6″ AND 2′ 0″ GAUGES. Year.	*1934-35.*	1935-36.
Bengal Nagpur	*25·1*	25·0
Bombay, Baroda and Central India	*10·1*	10·5
Eastern Bengal	*2·43*	0·15
Great Indian Peninsula	*8·65*	8·73
North Western	*19·1*	18·6
South Indian	*6·02*	4·55
Average for 2′ 6″ and 2′ 0″ gauges	*18·5*	18·3

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—*Statement of Engine Usage of Class I*

Railway.	Year.	Average number of Engines. Authorised stock.	On line.	Under or awaiting repair.	Available for use	Actual number in good repair stored. Maximum in any one month.	Minimum in any one month.	Average number in Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1934-35*	*743*	*708*	*187*	*521*	*51*	*46*	*108*	*7*	*211*
	1935-36	743	672	135	537	9	4	107	6	232
Bombay, Baroda and Central India.	*1934-35*	*385*	*364*	*75*	*289*	*19*	*10*	*74*	*22*	*63*
	1935-36	384	361	66	295	21	16	71	21	61
Eastern Bengal	*1934-35*	*330*	*303*	*65*	*233*	*10*	*3*	*96*	*6*	*43*
	1935-36	313	302	68	230	10	1	101	8	40
East Indian	*1934-35*	*1,588*	*1,597*	*234*	*1,351*	*200*	*78*	*300*	*41*	*384*
	1935-36	1,588	1,578	233	1,335	143	47	299	41	395
Great Indian Peninsula. Steam	*1934-35*	*817*	*815*	*153*	*662*	*139*	*100*	*135*	*27*	*156*
	1935-36	*766	*752	137	‡615	137	63	132	26	149
Great Indian Peninsula. †Electric	*1934-35*	*65*	*65*	*9*	*56*	*Nil*	*Nil*	*26*	*Nil*	*19*
	1935-36	65	65	10	55	Nil	Nil	24	Nil	19
Madras and Southern Mahratta.	*1934-35*	*305*	*304*	*79*	*225*	*20*	*9*	*86*	*10*	*54*
	1935-36	305	302	71	231	20	14	84	9	63
Nizam's State	*1934-35*	*85*	*86*	*23*	*63*	*Nil*	*Nil*	*13*	*11*	*16*
	1935-36	85	85	16	69	Nil	Nil	12	9	15
North Western	*1934-35*	*1,278*	*1,264*	*175*	*1,089*	*142*	*71*	*241*	*113*	*223*
	1935-36	1,263	1,239	199	1,040	72	58	225	118	234
South Indian	*1934-35*	*152*	*151*	*31*	*120*	*3*	*Nil*	*54*	*7*	*22*
	1935-36	152	154	34	120	1	Nil	56	7	24
Total 5′ 6″ Gauge Steam	*1934-35*	*5,683*	*5,592*	*977*	*4,598*	..	..	*1,107*	*244*	*1,172*
	1935-36	5,599	5,445	959	4,472	..	..	1,087	245	1,213
Total 5′ 6″ Gauge †Electric	*1934-35*	*65*	*65*	*9*	*56*	*Nil*	*Nil*	*26*	*Nil*	*19*
	1935-36	65	65	10	55	Nil	Nil	24	Nil	19
3′ 3⅜″ Gauge.										
Assam Bengal	*1934-35*	*205*	*205*	*31*	*174*	*Nil*	*Nil*	*Nil*	*95*	*15*
	1935-36	205	204	29	175	Nil	Nil	3	99	13
Bengal and North Western	*1934-35*	*355*	*388*	*22*	*366*	*22*	*1*	*95*	*53*	*81*
	1935-36	355	389	19	370	31	1	103	50	73
Bombay, Baroda and Central India.	*1934-35*	*490*	*463*	*62*	*401*	*63*	*27*	*90*	*53*	*72*
	1935-36	490	463	68	395	64	47	86	56	71

*This includes 8 engines used exclusively by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
‡This includes 7 engines used exclusively by Mechanical Department.

Railways for the years 1934-35 and 1935-36.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) ocomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
24	*76*	*426*	*95*	*461*	*140*	*169*	*95*	*109*	*66*	*13,798*	*24,789*	*8·70*	B. N.
26	78	449	85	476	144	184	99	112	75	15,936	25,747	9·87	
45	*13*	*217*	*56*	*243*	*137*	*108*	*83*	*98*	*58*	*12,402*	*23,023*	*6·60*	B., B. & C. I.
13	45	211	64	238	144	115	86	101	59	12,638	23,841	6·37	
18	*46*	*209*	*18*	*230*	*147*	*120*	*95*	*120*	*83*	*9,125*	*15,886*	*10·3*	E. B.
13	45	207	17	228	144	110	94	119	82	8,841	14,491	10·2	
64	*220*	*1,009*	*203*	*1,127*	*141*	*111*	*96*	*103*	*65*	*16,268*	*27,847*	*7·50*	E. I.
67	229	1,031	217	1,116	145	113	94	103	67	15,922	26,410	7·78	
27	*85*	*430*	*114*	*423*	*197*	*100*	*108*	*127*	*67*	**12,345*	**25,478*	*6·95*	G.I.P. Steam.
††25	86	††418	95	464	202	106	115	131	72	13,576	26,256	7·36	
2	*4*	*51*	*5*	*51*	*184*	*Nil*	*98*	*142*	*111*	**26,816*	**37,984*	*9·51*	G.I.P. Elec. †
2	5	50	5	56	197	Nil	98	144	111	26,305	37,420	9·58	
12	*26*	*188*	*21*	*199*	*132*	*110*	*96*	*110*	*71*	*12,937*	*22,898*	*8·59*	M. & S. M.
12	25	193	21	202	135	118	95	111	71	14,047	24,103	8·56	
6	*7*	*53*	*10*	*66*	*161*	*116*	*109*	*115*	*71*	*13,722*	*26,644*	*9·63*	N. S.
6	8	50	19	59	162	128	116	117	68	13,289	27,812	8·24	
34	*127*	*738*	*239*	*791*	*122*	*142*	*84*	*103*	*60*	*10,259*	*19,166*	*6·21*	N. W.
34	126	737	239	792	135	142	83	106	63	11,071	18,604	6·74	
7	*9*	*99*	*20*	*114*	*131*	*91*	*96*	*111*	*72*	*7,707*	*14,307*	*8·89*	S. I.
9	7	103	17	112	137	97	97	115	77	8,636	16,136	9·40	
237	*609*	*3,369*	*776*	..	*143*	*126*	*95*	*108*	*65*	**13,184*	**24,023*		Total 5′ 6″ Gauge. Steam.
205	649	3,399	774	..	149	128	95	110	69	13,870	23,807		
2	*4*	*51*	*5*	*51*	*184*	*Nil*	*98*	*142*	*111*	**26,816*	**37,984*		Total 5′ 6″ Gauge. Elec.†
2	5	50	5	56	197	Nil	98	144	111	26,305	37,420		
													3′ 3⅜″ GAUGE.
8	*25*	*143*	*31*	*151*	*Nil*	*94*	*90*	*90*	*63*	*5,520*	*8,618*	*8·60*	A. B.
7	24	146	29	153	91	95	93	90	64	5,109	7,744	8·36	
29	*45*	*303*	*63*	*334*	*115*	*99*	*95*	*99*	*79*	*7,695*	*11,344*	*9·26*	B. & N. W.
28	41	295	75	328	115	106	97	102	79	7,951	12,159	8·73	
18	*39*	*272*	*77*	*317*	*118*	*95*	*97*	*97*	*57*	*7,371*	*14,243*	*6·41*	B., B. & C. I.
18	40	271	69	305	120	97	100	99	58	7,308	14,124	6·35	

* Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

†† This includes 7 engines used exclusively by Mechancial Department.

22.—*Statement of Engine Usage of* **Class 1**

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ Gauge—*concld.*										
Burma	*1934-35*	*390*	*392*	*46*	*346*	*22*	*5*	*21*	*93*	*55*
	1935-36	389	389	39	350	11	1	22	93	52
Eastern Bengal	*1934-35*	*223*	*220*	*47*	*172*	*39*	*27*	*46*	*18*	*31*
	1935-36	212	213	30	182	45	23	46	20	33
Jodhpur	*1934-35*	*105*	*107*	*9*	*98*	*Nil*	*Nil*	*8*	*31*	*12*
	1935-36	105	106	9	97	Nil	Nil	10	31	13
Madras and Southern Mahratta	*1934-35*	*341*	*360*	*56*	*304*	*35*	*24*	*65*	*41*	*79*
	1935-36	340	357	66	291	29	22	67	38	77
Nizam's State	*1934-35*	*87*	*83*	*23*	*60*	*Nil*	*Nil*	*19*	*4*	*8*
	1935-36	87	87	14	73	Nil	Nil	17	4	9
Rohilkund and Kumaon	*1934-35*	*75*	*76*	..	*71*	*Nil*	*Nil*	*14*	*22*	*7*
	1935-36	75	76	..	71	Nil	Nil	14	22	7
outh Indian	*1934-35*	**406*	*403*	*80*	*323*	*19*	*3*	*136*	*35*	*52*
	1935-36	*401	391	79	312	17	13	138	33	48
Total 3′ 3⅜″ Gauge	*1934-35*	*2,677*	*2,697*	*376*	*2,315*	..	..	*494*	*445*	*412*
	1935-36	2,659	2,675	353	2,316	..	..	506	446	396
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1934-35*	*116*	*113*	*24*	*89*	*Nil*	*Nil*	*19*	*21*	*15*
	1935-36	116	112	23	89	8	4	21	18	16
Bombay, Baroda and Central India.	*1934-35*	*27*	*26*	*6*	*20*	*Nil*	*Nil*	*4*	*11*	*Nil*
	1935-36	27	26	5	21	Nil	Nil	3	12	Nil
Eastern Benga	*1934-35*	*9*	*11*	*3*	*8*	*Nil*	*Nil*	*3*	*3*	*Nil*
	1935-36	9	9	2	6	Nil	Nil	3	2	Nil
Great Indian Peninsula	*1934-35*	*22*	*22*	*5*	*17*	*1*	*Nil*	*Nil*	*12*	*Nil*
	1935-36	22	22	5	17	2	Nil	Nil	12	Nil
North Western	*1934-35*	*100*	*100*	*14*	*86*	*15*	*10*	*3*	*24*	*16*
	1935-36	100	101	16	85	18	9	3	23	16
South Indian	*1934-35*	*11*	*11*	*1*	*10*	*3*	*Nil*	*Nil*	*6*	*Nil*
	1935-36	11	11	2	9	3	Nil	Nil	5	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1934-35*	*285*	*283*	*53*	*230*	..	..	*29*	*77*	*31*
	1935-36	285	281	53	227	..	..	30	72	32

*Excludes 2 Battery Tenders.

Railways for the years 1934-35 and 1935-36—concld.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3′ 3⅜″ GAUGE —*concld.*
13	*41*	*223*	*112*	*253*	*162*	*116*	*105*	*112*	*63*	*7,736*	*15,034*	*6·87*	Burma.
15	40	222	122	251	160	123	104	114	65	7,397	14,463	6·87	
5	*28*	*128*	*11*	*143*	*124*	*107*	*103*	*104*	*61*	*6,001*	*11,133*	*8·27*	E. B.
5	28	132	14	143	132	121	100	109	68	6,578	11,249	8·10	
4	*9*	*64*	*34*	*78*	*131*	*100*	*101*	*98*	*59*	*4,874*	*10,581*	*8·10*	Jodhpur.
7	10	71	26	82	136	100	104	100	66	6,452	10,892	9·27	
8	*33*	*226*	*47*	*250*	*141*	*98*	*91*	*102*	*64*	*5,166*	*8,639*	*7·22*	M. & S. M.
10	32	224	41	243	141	98	86	101	63	4,806	8,203	7·29	
2	*8*	*41*	*19*	*49*	*141*	*123*	*134*	*118*	*58*	*6,692*	*15,470*	*7·29*	N. S.
4	7	41	32	52	145	117	117	113	53	5,602	14,210	5·95	
11	*3*	*57*	*14*	*Nil*	*129*	*108*	*90*	*106*	*80*	*6,087*	*8,919*	*8·90*	R. & K.
3	11	57	14	68	132	108	92	107	80	6,152	8,955	8·84	
22	*15*	*260*	*50*	*287*	*126*	*85*	*87*	*106*	*68*	**5,064*	**9,778*	**8·69*	S. I.
24	15	258	38	279	125	86	85	105	69	*5,103	*10,078	*8·59	
120	*246*	*1,717*	*458*	..	*127*	*101*	*96*	*102*	*65*	*6,444*	*11,075*		TOTAL 3′ 3⅜″ GAUGE.
121	248	1,717	460	..	127	104	95	103	66	6,435	11,342		
													2′ 6″ & 2′ 0″ GAUGES'
2	*10*	*67*	*22*	*78*	*102*	*91*	*74*	*88*	*52*	*2,048*	*3,736*	*7·60*	B. N.
2	10	67	19	77	95	97	77	88	53	2,080	3,746	7·73	
Nil	*Nil*	*15*	*5*	*19*	*75*	*80*	*Nil*	*79*	*46*	*2,495*	*2,495*	*7·75*	B., B. & C. I.
Nil	Nil	15	6	18	100	74	Nil	82	47	1,699	1,699	7·53	
Nil	*Nil*	*6*	*2*	*7*	*61*	*55*	*Nil*	*59*	*30*	*247*	*542*	*7·09*	E. B.
Nil	Nil	5	1	7	59	51	Nil	56	33	320	546	8·46	
1	*1*	*14*	*2*	*15*	*Nil*	*102*	*Nil*	*98*	*63*	*1,183*	*2,196*	*7·69*	G. I. P.
Nil	1	13	3	18	Nil	106	Nil	108	64	1,146	2,128	7·63	
1	*5*	*49*	*24*	*65*	*113*	*79*	*64*	*75*	*37*	*822*	*1,757*	*5·24*	N. W
1	5	48	24	59	117	81	64	76	36	856	1,860	5·26	
Nil	*Nil*	*6*	*2*	*7*	*Nil*	*75*	*Nil*	*75*	*41*	*1,445*	*2,716*	*6·19*	S. I.
..	Nil	5	2	7	Nil	87	Nil	87	43	1,289	2,671	6·78	
4	*16*	*157*	*57*	..	*95*	*85*	*69*	*86*	*46*	*1,479*	*2,888*		TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
3	16	153	55	...	94	87	70	84	46	1,493	2,941		

* Combined figures for Steam and Electric.

23.—*Statement of Loads of Trains of* **Class I Railways** *for the years 1934-35 and 1935-36.*

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight exclusing weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1934-35*	*15*	*416*	*29*	*42*	*69·6*	*26*	*44*	*58·5*	*405*	*918*	*802*
	1935-36	16	419	29	42	69·8	26	43	59·6	410	925	806
Bombay, Baroda and Central India.	*1934-35*	*17*	*400*	*39*	*53*	*73·6*	*26*	*44*	*59·1*	*410*	*971*	*866*
	1935-36	18	394	39	54	72·2	27	44	61·3	418	988	884
Eastern Bengal	*1934-35*	*16*	*365*	*34*	*47*	*72·6*	*26*	*41*	*61·8*	*321*	*843*	*748*
	1935-36	16	366	33	46	72·5	25	40	61·2	297	798	704
East Indian	*1934-35*	*17*	*417*	*35*	*55*	*64·5*	*22*	*33*	*66·6*	*481*	*1,079*	*964*
	1935-36	17	417	35	55	64·4	22	33	66·6	469	1,063	946
Great Indian Peninsula — Steam	*1934-35*	*15*	*393*	*37*	*50*	*74·4*	*23*	*36*	*64·3*	*376*	*915*	*805*
	1935-36	15	398	37	49	75·1	23	36	65·1	375	912	800
Great Indian Peninsula — ** Electric	*1934-35*	*18*	*457*	*44*	*53*	*83·2*	*Nil*	*Nil*	*Nil*	*471*	*1,135*	*996*
	1935-36	18	466	44	54	81·9	Nil	Nil	Nil	472	1,149	1,011
Madras and Southern Mahratta.	*1934-35*	*13*	*385*	*37*	*52*	*70·8*	*32*	*39*	*81·4*	*349*	*923*	*797*
	1935-36	14	386	34	51	66·9	31	39	80·5	358	932	810
Nizam's State	*1934-35*	*14*	*415*	*32*	*46*	*68·2*	*31*	*53*	*57·9*	*340*	*831*	*695*
	1935-36	15	431	31	46	67·9	11	35	32·1	333	829	696
North Western	*1934-35*	*18*	*409*	*38*	*53*	*73·0*	*24*	*33*	*73·1*	*317*	*810*	*703*
	1935-36	18	405	39	53	73·8	25	34	74·7	310	810	702
South Indian	*1934-35*	*12*	*313*	*28*	*35*	*78·8*	*22*	*30*	*74·9*	*243*	*673*	*570*
	1935-36	12	303	30	39	77·7	22	30	71·8	256	716	610
Average for 5′ 6″ gauge — Steam	*1934-35*	*16*	*389*	*35*	*51*	*69·4*	*24*	*38*	*64·3*	*391*	*931*	*815*
	1935-36	16	400	35	51	69·4	24	38	64·8	393	943	823
Average for 5′ 6″ gauge — ** Electric	*1934-35*	*18*	*457*	*44*	*53*	*83·2*	*Nil*	*Nil*	*Nil*	*471*	*1,135*	*996*
	1935-36	18	466	44	54	81·9	Nil	Nil	Nil	472	1,149	1,011
3′ 3⅜″ Gauge.												
Assam Bengal	*1934-35*	*30*	*311*	*27*	*45*	*60·3*	*13*	*19*	*68·2*	*136*	*345*	*299*
	1935-36	4	285	19	29	66·7	13	19	66·8	118	315	269
Bengal and North Western.	*1934-35*	*16*	*215*	*34*	*46*	*73·9*	*24*	*34*	*70·6*	*189*	*411*	*359*
	1935-36	16	215	36	48	75·0	25	33	75·8	193	417	365
Bombay, Baroda and Central India.	*1934-35*	*19*	*255*	*36*	*51*	*70·6*	*31*	*43*	*72·1*	*210*	*468*	*411*
	1935-36	20	253	36	51	70·6	29	42	69·1	203	460	401

** Excluding Electric multiple unit suburban trains.

23.—*Statement of Loads of Trains of* **Class I Railways** *for the years 1934-35 and 1935-36*—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge—concld.			Tons.							Tons.	Tons.	Tons.
Burma	*1934-35*	*18*	*229*	*38*	*55*	*69·5*	*14*	*21*	*67·9*	*208*	*472*	*393*
	1935-36	18	222	40	55	71·7	14	20	69·3	201	459	383
Eastern Bengal	*1934-35*	*21*	*276*	*33*	*47*	*71·1*	*19*	*31*	*62·7*	*173*	*470*	*408*
	1935-36	21	277	33	47	71·0	21	34	62·7	170	463	401
Jodhpur	*1934-35*	*20*	*280*	*36*	*53*	*68·0*	*15*	*26*	*57·0*	*153*	*386*	*326*
	1935-36	18	273	36	52	69·2	16	26	61·5	156	393	335
Madras and Southern Mahratta.	*1934-35*	*14*	*217*	*26*	*34*	*75·4*	*16*	*23*	*71·3*	*133*	*373*	*298*
	1935-36	14	217	27	35	76·5	17	22	74·2	131	372	299
Nizam's State	*1934-35*	*11*	*202*	*28*	*39*	*73·0*	*7*	*19*	*34·2*	*206*	*503*	*426*
	1935-36	11	210	28	37	76·7	15	15	100·0	203	494	416
Rohilkund and Kumaon	*1934-35*	*12*	*195*	*20*	*30*	*66·7*	*14*	*25*	*56·0*	*136*	*298*	*245*
	1935-36	13	194	21	32	65·6	12	22	54·5	136	301	248
South Indian	*1934-35*	*15*	*197*	*33*	*45*	*72·8*	*23*	*32*	*71·1*	*160*	*432*	*367*
	1935-36	15	189	32	45	70·8	21	31	69·8	164	440	375
Average for 3′ 3⅜″ gauge.	*1934-35*	*16*	*230*	*33*	*46*	*71·8*	*22*	*32*	*70·1*	*174*	*422*	*357*
	1935-36	16	226	33	46	72·3	22	31	70·5	171	417	353
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1934-35*									*67*	*219*	*167*
	1935-36									65	214	162
Bombay, Baroda and Central India.	*1934-35*									*40*	*118*	*90*
	1935-36									42	119	91
Eastern Bengal	*1934-35*									*11*	*53*	*40*
	1935-36									11	53	40
Great Indian Peninsula	*1934-35*									*27*	*119*	*72*
	1935-36									25	118	70
North Western	*1934-35*									*32*	*140*	*90*
	1935-36									33	140	91
South Indian	*1934-35*									*39*	*133*	*93*
	1935-36									32	121	81
Average for 2′ 6″ and 2′ 0″ gauges.	*1934-35*									*46*	*168*	*118*
	1935-36									45	165	116

24. - *Statement* of vehicles and wagons and their usage on Class I Railways for the years 1934-35 and 1935-36.*

Railway.	Year.	COACHING STOCK							GOODS STOCK.				AVERAGE STARTING WAGON LOAD (IN TONS) (IN TERMS OF 4-WHEELERS).			AVERAGE WAGON LOAD DURING THE RUN (IN TONS) (IN TERMS OF 4-WHEELERS).		
		AVERAGE AUTHORISED STOCK (IN UNITS).		AVERAGE NUMBER ON LINE.						AVERAGE NUMBER OF WAGONS OWNED.								
				Passenger Carriages.		Other Coaching Vehicles.												
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers.)	Average authorised stock (in units).	In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and not-pooled (in terms of 4-wheelers).	Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" GAUGE.																		
Bengal Nagpur	*1934-35*	*843*	*395*	*811*	*1,583*	*248*	*335*	*119*	*22,876*	*22,985*	*24,624*	*22,061*	*20·4*	*18·2*	*13·3*	*14·9*	*32·8*	*321*
	1935-36	842	394	807	1,576	247	334	123	22,845	22,926	24,565	22,575	20·6	18·3	12·6	15·0	35·5	353
Bombay, Baroda and Central India.	*1934-35*	*626*	*303*	*566*	*1,090*	*192*	*222*	*112*	*10,166*	*9,216*	*9,446*	*9,272*	*20·7*	*13·9*	*10·1*	*12·3*	*32·5*	*290*
	1935-36	626	298	561	1,083	198	228	114	10,094	9,198	9,455	9,209	21·0	13·7	9·99	12·3	33·1	295
Eastern Bengal	*1934-35*	*802*	*346*	*792*	*1,532*	*254*	*271*	*120*	*8,216*	*7,657*	*7,811*	*7,151*	*20·5*	*13·5*	*8·00*	*9·90*	*25·0*	*178*
	1935-36	801	364	732	1,426	250	266	131	7,934	7,865	8,019	7,091	19·8	13·3	7·89	9·77	22·9	160
East Indian	*1934-35*	*2,267*	*884*	*2,580*	*4,807*	*664*	*840*	*130*	*49,282*	*48,867*	*49,304*	*48,748*	*20·6*	*13·9*	*8·28*	*14·7*	*34·5*	*333*
	1935-36	2,139	862	2,549	4,767	662	842	133	49,079	48,596	49,033	48,384	20·6	14·0	7·75	14·5	34·6	328
Great Indian Peninsula.	*1934-35*	*1,222*	*826*	*1,165*	*2,346*	*574*	*698*	*160*	*17,287*	*17,190*	*18,398*	*17,693*	*19·6*	*15·3*	*11·1*	*11·6*	*45·2*	*386*
	1935-36	1,150	793	1,128	2,276	552	675	168	17,130	17,172	18,431	18,917	20·2	15·5	12·1	11·7	41·8	362
Madras and Southern Mahratta.	*1934-35*	*637*	*322*	*698*	*1,184*	*224*	*238*	*102*	*5,775*	*5,806*	*5,895*	*5,619*	*19·3*	*13·3*	*7·00*	*10·6*	*42·4*	*333*
	1935-36	631	319	696	1,186	222	236	106	5,803	5,979	6,060	5,787	20·0	12·3	6·80	11·3	46·4	369
Nizam's State	*1934-35*	*119*	*54*	*123*	*213*	*35*	*38*	*150*	*2,090*	*†2,168*	*†2,168*	*2,138*	*19·8*	*15·9*	*6·51*	*13·1*	*38·8*	*352*
	1935-36	118	55	122	213	35	38	148	2,086	†2,110	†2,110	2,000	20·0	16·6	6·28	12·7	40·9	361
North Western	*1934-35*	*2,474*	*1,364*	*2,427*	*4,662*	*932*	*1,013*	*116*	*28,507*	*28,287*	*29,254*	*27,931*	*20·4*	*13·5*	*8·09*	*10·1*	*31·7*	*239*
	1935-36	2,454	1,339	2,404	4,629	937	1,014	120	28,321	28,145	29,106	28,318	19·9	13·1	7·89	9·81	32·1	238
South Indian	*1934-35*	*316*	*126*	*312*	*633*	*105*	*114*	*112*	*2,299*	*2,144*	*2,156*	*1,949*	*22·3*	*15·4*	*9·33*	*9·67*	*31·0*	*237*
	1935-36	324	126	315	639	102	111	124	2,299	2,299	2,311	2,154	21·1	15·0	9·33	9·72	33·1	249
Total 5' 6" Gauge and average.	*1934-35*	*9,306*	*4,620*	*9,474*	*18,050*	*3,228*	*3,769*	*126*	*146,498*	*144,320*	*149,056*	*142,562*				*12·7*	*34·8*	*308*
	1935-36	9,085	4,550	9,314	17,795	3,205	3,744	130	145,591	144,290	149,090	144,435				12·6	35·1	309
3' 3⅜" GAUGE.																		
Assam Bengal	*1934-35*	*620*	*239*	*618*	*1,188*	*117*	*129*	*83*	*5,306*	*5,223*	*5,702*	*5,323*	*10·5*	*8·55*	*6·41*	*6·93*	*28·6*	*139*
	1935-36	615	244	613	1,183	123	135	86	5,319	5,172	5,656	5,410	10·4	7·98	6·27	6·71	25·8	118
Bengal and North Western.	*1934-35*	*1,332*	*249*	*1,312*	*1,860*	*54*	*55*	*115*	*10,282*	*11,535*	*11,691*	*11,769*	*10·6*	*9·01*	*5·12*	*7·32*	*25·7*	*140*
	1935-36	1,318	249	1,308	1,859	54	55	124	10,379	11,610	11,763	11,846	10·3	9·00	5·09	7·28	24·2	135
Bombay, Baroda & Central India.	*1934-35*	*1,430*	*293*	*1,261*	*2,275*	*164*	*205*	*70*	*8,936*	*8,475*	*9,973*	*9,953*	*9·49*	*9·44*	*6·13*	*7·02*	*33·2*	*186*
	1935-36	1,430	285	1,224	2,213	179	220	92	8,897	8,452	9,924	9,895	9·19	9·39	6·05	7·01	38·6	190
Burma	*1934-35*	*1,007*	*428*	*771*	*1,591*	*189*	*220*	*110*	*9,633*	*9,653*	*10,548*	*9,117*	*12·6*	*12·1*	*6·11*	*8·29*	*32·3*	*195*
	1935-36	937	414	735	1,415	180	210	117	9,153	9,153	10,012	9,261	11·6	12·1	6·19	8·01	29·9	181

*Does not include electric multiple unit suburban service stock.

†Excludes 20 covered wagons used as coaching vehicles.

24.–Statement§ of vehicles and wagons and their usage on ***Class I Railways*** *for the years 1934-35 and 1935-36* —concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average number on line.				Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3′ 3⅜″ Gauge—*concld.*																		
Eastern Bengal	*1934-35*	*778*	*316*	*752*	*1,382*	*218*	*228*	*85*	*5,221*	*5,032*	*6,784*	*6,338*	*9·27*	*8·08*	*7·12*	*5·83*	*24·7*	*103*
	1935-36	770	317	710	1,333	208	216	100	5,034	5,129	6,883	6,424	9·34	7·95	6·82	5·81	25·3	106
Jodhpur	*1934-35*	*243*	*88*	*235*	*399*	*26*	*33*	*115*	*2,416*	*2,382*	*2,606*	*2,785*	*9·83*	*8·56*	*3·09*	*5·64*	*33·0*	*138*
	1935-36	254	87	249	426	26	33	121	2,412	2,359	2,576	2,688	10·2	8·63	4·15	5·73	36·3	154
Madras and Southern Mahratta.	*1934-35*	*881*	*230*	*891*	*1,466*	*177*	*187*	*87*	*7,296*	*7,879*	*8,267*	*8,159*	*11·3*	*8·89*	*4·90*	*6·40*	*28·7*	*141*
	1935-36	878	227	861	1,433	171	181	94	7,275	7,564	7,938	7,803	11·0	8·11	4·75	6·15	27·9	134
Nizam's State.	*1934-35*	*150*	*41*	*155*	*235*	*16*	*16*	*131*	*1,346*	*†1,314*	*†1,320*	*1,274*	*9·37*	*9·94*	*5·90*	*7·71*	*33·1*	*190*
	1935-36	143	41	148	231	16	16	128	1,346	†1,311	†1,317	1,301	9·81	9·79	5·96	7·60	29·3	172
Rohilkund & Kumaon.	*1934-35*	*249*	*83*	*229*	*343*	*37*	*38*	*100*	*2,475*	*2,646*	*2,686*	*2,393*	*13·6*	*11·5*	*8·67*	*10·5*	*16·7*	*107*
	1935-36	244	88	224	338	42	43	103	2,669	2,832	2,872	2,672	11·6	11·4	9·12	10·5	15·6	96
South Indian	*1934-35*	*1,261*	*191*	*1,216*	*2,414*	*135*	*214*	*103*	*5,220*	*5,350*	*7,578*	*7,417*	*10·4*	*8·19*	*5·22*	*5·94*	*23·8*	*105*
	1935-36	1,236	186	1,218	2,426	138	222	102	5,190	5,214	7,344	7,155	10·1	8·16	5·11	6·17	23·2	105
Total 3′ 3⅜″ Gauge and Average.	*1934-35*	*7,951*	*2,158*	*7,440*	*13,153*	*1,133*	*1,325*	*95*	*58,131*	*59,469*	*67,155*	*64,528*				*6·97*	*28·2*	*147*
	1935-36	7,825	2,138	7,290	12,857	1,137	1,331	104	57,674	58,796	66,285	64,455				6·88	28·1	142
2′ 6″ & 2′ 0″ Gauges																		
Bengal Nagpur	*1934-35*	*396*	*57*	*384*	*755*	*25*	*49*	*69*	*1,952*	*1,952*	*3,864*	*3,781*				*3·64*	*11·6*	*30*
	1935-36	395	57	379	749	24	47	69	1,950	1,950	3,860	3,749				3·66	11·9	30
Bombay, Baroda and Central India.	*1934-35*	*71*	*1*	*70*	*140*	*1*	*2*	*	*316*	*304*	*504*	*502*				*4·40*	*9·08*	*25*
	1935-36	71	1	67	134	1	2	*	315	302	506	503				4·58	9·34	27
Eastern Bengal	*1934-35*	*63*	*2*	*55*	*61*	*Nil*	*Nil*	*51*	*25*	*25*	*25*	*7*				*1·37*	*16·3*	*19*
	1935-36	63	Nil	49	55	Nil	Nil	53	25	24	24	6				1·14	27·7	28
Great Indian Peninsula.	*1934-35*	*48*	*3*	*48*	*92*	*2*	*2*	*88*	*201*	*201*	*397*	*397*				*2·90*	*18·0*	*39*
	1935-36	49	3	49	93	2	2	88	201	201	397	397				2·72	18·8	38
North Western	*1934-35*	*308*	*81*	*297*	*570*	*66*	*108*	*33*	*770*	*760*	*1,362*	*1,267*				*3·41*	*17·5*	*40*
	1935-36	299	74	294	565	61	103	33	760	761	1,365	1,227				3·46	19·1	44
South Indian	*1934-35*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*74*	*78*	*78*	*156*	*156*				*2·97*	*12·5*	*29*
	1935-36	34	1	34	68	Nil	Nil	73	78	78	156	156				2·72	11·2	24
Total 2′ 6″ & 2′ 0″ Gauges and average.	*1934-35*	*920*	*145*	*888*	*1,686*	*94*	*161*	*43*	*3,342*	*3,320*	*6,308*	*6,110*				*3·52*	*13·1*	*32*
	1935-36	911	136	872	1,664	88	154	43	3,329	3,316	6,308	6,038				3·53	13·6	33

*Information not available.

§ Does not include electric multiple unit suburban service stock.

†Excludes 20 open wagons high sided, coupled to goods brake-vans and 2 wagons high sided, temporarily used as water tanks.

25.—*Statement of Density of Traffic on* ***Class I Railways*** *for the years 1934-35 and 1935-36.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1934-35*	*294,794*	*325,362*	*939,103*	*1,034,018*	*3,029,431*	*3,336,791*	*12·2*
	1935-36	298,953	329,948	1,061,378	1,168,638	3,321,631	3,658,596	13·0
Bombay, Baroda and Central India.	*1934-35*	*703,958*	*860,008*	*643,282*	*795,267*	*2,369,154*	*2,894,338*	*10·7*
	1935-36	715,154	874,378	643,014	795,600	2,395,899	2,929,332	10·5
Eastern Bengal	*1934-35*	*598,308*	*738,658*	*537,768*	*665,710*	*3,271,534*	*4,049,878*	*18·2*
	1935-36	597,820	739,838	445,963	551,906	3,079,857	3,811,509	17·7
East Indian	*1934-35*	*612,933*	*768,164*	*1,090,548*	*1,359,781*	*3,740,884*	*4,657,989*	*14·6*
	1935-36	617,750	774,633	1,068,711	1,333,298	3,743,999	4,664,455	14·7
Great Indian Peninsula.	*1934-35*	*391,232*	*489,378*	*575,991*	*720,486*	*2,630,760*	*3,290,721*	*13·7*
	1935-36	418,363	523,319	579,603	725,009	2,653,367	3,319,024	13·7
Madras and Southern Mahratta.	*1934-35*	*570,713*	*599,985*	*570,321*	*599,548*	*2,852,666*	*2,998,855*	*14·2*
	1935-36	562,373	591,218	650,322	683,649	3,051,218	3,207,582	14·6
Nizam's State.	*1934-35*	*233,539*	*233,539*	*402,195*	*402,195*	*1,589,984*	*1,589,984*	*7·23*
	1935-36	244,173	244,173	387,322	387,322	1,551,922	1,551,922	6·94
North Western	*1934-35*	*411,218*	*469,185*	*353,095*	*402,869*	*1,725,298*	*1,968,503*	*8·51*
	1935-36	410,936	469,042	360,700	411,703	1,778,599	2,030,090	8·78
South Indian	*1934-35*	*508,662*	*508,662*	*285,509*	*285,509*	*1,960,419*	*1,960,419*	*14·1*
	1935-36	502,890	*502,890*	311,943	311,943	2,071,979	2,071,979	14·8
Total 5′ 6″ gauge	*1934-35*	*472,237*	*554,068*	*659,245*	*773,481*	*2,644,086*	*3,102,261*	*11·9*
	1935-36	479,711	563,032	671,388	788,001	2,703,912	3,173,555	12·1
3′ 3⅜″ GAUGE.								
Assam Bengal	*1934-35*	*199,429*	*199,429*	*214,566*	*214,566*	*904,263*	*904,263*	*7·64*
	1935-36	224,566	224,566	186,104	186,104	874,155	874,155	7·99
Bengal and North Western.	*1934-35*	*476,095*	*478,277*	*298,675*	*300,043*	*671,755*	*674,833*	*10·7*
	1935-36	512,804	515,157	288,485	289,808	628,164	631,045	10·9
Bombay, Baroda and Central India.	*1934-35*	*446,861*	*447,427*	*309,080*	*309,488*	*1,236,734*	*1,238,303*	*9·85*
	1935-36	448,960	449,533	313,504	313,905	1,249,198	1,250,794	9·96
Burma	*1934-35*	*207,814*	*228,682*	*298,439*	*328,408*	*1,106,869*	*1,218,018*	*8·96*
	1935-36	212,636	233,988	283,464	311,929	1,091,785	1,201,420	9·16

25.—Statement of Density of Traffic on Class I Railways for the years 1934-35 and 1935-36—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal .	*1934-35* .	*322,306*	*324,497*	*229,641*	*231,203*	*1,255,511*	*1,264,048*	*9·89*
	1935-36 .	353,794	356,200	233,822	235,412	1,344,769	1,353,913	10·8
Jodhpur . . .	*1934-35* .	*184,987*	*184,987*	*147,521*	*147,521*	*616,348*	*616,348*	*5·02*
	1935-36 .	188,666	188,666	159,910	159,910	653,639	653,639	5·32
Madras and Southern Mahratta.	*1934-35* .	*211,451*	*211,569*	*204,811*	*204,925*	*975,637*	*976,176*	*9·37*
	1935-36 .	241,585	241,718	188,688	188,792	952,893	953,420	9·24
Nizam's State .	*1934-35* .	*240,924*	*247,431*	*133,270*	*136,870*	*653,984*	*671,648*	*6·13*
	1935-36 .	246,067	252,713	125,007	128,383	630,394	647,420	5·85
Rohilkund and Kumaon.	*1934-35* .	*302,600*	*303,215*	*174,795*	*175,150*	*748,033*	*749,553*	*8·76*
	1935-36 .	304,073	304,691	175,523	175,880	756,517	758,055	8·82
South Indian . .	*1934-35* .	*543,182*	*554,015*	*166,311*	*169,420*	*1,196,498*	*1,220,361*	*14·5*
	1935-36 .	511,391	521,769	165,724	169,091	1,183,571	1,207,578	14·7
Total 3′ 3⅜″ Gauge .	*1934-35* .	*334,755*	*341,126*	*238,617*	*243,158*	*1,057,945*	*1,078,079*	*9·50*
	1935-36 .	344,344	350,863	230,710	235,077	1,054,309	1,074,266	9·63
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur . .	*1934-35* .	*87,737*	*87,737*	*47,968*	*47,968*	*348,982*	*348,982*	*5·03*
	1935-36 .	90,320	90,320	48,106	48,106	348,412	348,412	5·08
Bombay, Baroda and Central India.	*1934-35* .	*123,435*	*123,435*	*21,449*	*21,449*	*162,688*	*162,688*	*4·82*
	1935-36 .	124,306	124,306	24,954	24,954	172,424	172,424	4·93
Eastern Bengal . .	*1934-35* .	*164,755*	*164,755*	*3,406*	*3,406*	*174,842*	*174,842*	*8·71*
	1935-36 .	156,076	156,076	1,743	1,743	163,294	163,294	8·17
Great Indian Peninsula	*1934-35* .	*50,644*	*50,644*	*26,584*	*26,584*	*230,167*	*230,167*	*5·39*
	1935-36 .	49,868	49,868	25,223	25,223	245,807	245,807	5·81
North Western . .	*1934-35* .	*50,854*	*50,854*	*28,303*	*28,303*	*234,416*	*234,416*	*4·48*
	1935-36 .	51,935	51,935	30,241	30,241	236,317	236,317	4·45
South Indian . .	*1934-35* .	*48,915*	*48,915*	*16,932*	*16,932*	*173,938*	*173,938*	*4·29*
	1935-36 .	74,965	74,965	14,342	14,342	172,165	172,165	4·59
Total 2′ 6″ and 2′ 0″ Gauges.	*1934-35* .	*75,261*	*75,261*	*34,389*	*34,389*	*270,402*	*270,402*	*4·68*
	1935-36 .	77,817	77,817	35,197	35,197	273,596	273,596	4·93
Total Class I Railways	*1934-35* .	*402,053*	*443,593*	*475,506*	*524,635*	*1,950,309*	*2,151,815*	*10·7*
	1935-36 .	409,935	452,294	479,440	528,981	1,982,831	2,187,718	10·9

26 (a).—*Statement of Repairs of Rolling Stock of* **Class I Railways**

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1934-35*	*45*	*6·40*	*142*	*20·0*	*84*	*32*	*10·4*	*10·3*
	1935-36	41	6·13	94	14·0	89	36	11·1	12·4
Bombay, Baroda and Central India	*1934-35*	*23*	*6·28*	*52*	*14·3*	*87*	*23*	*15·3*	*12·1*
	1935-36	20	5·56	46	12·8	99	24	17·7	11·9
Eastern Bengal	*1934-35*	*23*	*7·69*	*42*	*14·0*	*110*	*46*	*13·9*	*18·1*
	1935-36	24	7·95	44	14·6	94	27	12·8	10·6
East Indian	*1934-35*	*56*	*3·51*	*178*	*11·2*	*174*	*30*	*6·74*	*4·52*
	1935-36	53	3·36	180	11·4	167	29	6·55	4·38
Great Indian Peninsula — Steam	*1934-35*	*27*	*3·21*	*126*	*15·6*	*66*	*23*	*5·66*	*4·00*
	1935-36	25	3·31	112	15·1	85	27	7·53	4·89
Great Indian Peninsula — Electric*	*1934-35*	*3*	*4·62*	*6*	*9·23*				
	1935-36	4	6·15	6	9·23				
Madras and Southern Mahratta	*1934-35*	*29*	*9·16*	*50*	*16·8*	*62*	*15*	*8·93*	*6·74*
	1935-36	29	9·64	42	14·1	61	19	8·72	8·63
Nizam's State	*1934-35*	*8*	*9·30*	*15*	*17·4*	*11*	*3*	*8·94*	*8·57*
	1935-36	8	9·41	8	9·41	12	3	9·84	8·57
North Western	*1934-35*	*49*	*3·91*	*126*	*9·98*	*272*	*99*	*11·2*	*10·6*
	1935-36	60	4·84	139	11·3	217	72	9·03	7·68
South Indian	*1934-35*	*9*	*6·18*	*22*	*14·6*	*28*	*8*	*8·97*	*7·62*
	1935-36	10	6·49	24	15·3	28	7	8·89	6·86
Total 5′ 6″ gauge — Steam	*1934-35*	*269*	*4·81*	*†753*	*†13·5*	*894*	*†279*	*9·44*	*†8·64*
	1935-36	270	4·96	689	12·7	852	244	9·15	7·61
Total 5′ 6″ gauge — Electric*	*1934-35*	*3*	*4·62*	*6*	*9·23*				
	1935-36	4	6·15	6	9·23				
3′ 3⅜″ Gauge.									
Assam-Bengal	*1934-35*	*6*	*2·94*	*25*	*12·3*	*66*	*18*	*10·7*	*7·69*
	1935-36	7	3·45	22	10·8	70	21	11·4	5·69
Bengal and North-Western	*1934-35*	*10*	*2·64*	*12*	*3·17*	*99*	*1*	*7·55*	*1·85*
	1935-36	6	1·58	13	3·42	72	1	5·50	1·85
Bombay, Baroda and Central India	*1934-35*	*21*	*4·46*	*41*	*8·89*	*77*	*9*	*6·11*	*5·49*
	1935-36	21	4·54	47	10·2	70	6	5·72	3·35
Burma	*1934-35*	*19*	*4·79*	*27*	*6·98*	*32*	*2*	*4·13*	*0·98*
	1935-36	12	3·04	27	7·01	26	2	3·59	1·05

* Excluding Electric multiple unit suburban trains.

† Revised figures.

for the years 1934-35 and 1935-36.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
44	*21*	*5·44*	*6·16*	*558*	*2·53*	*1,532*	*6·94*	*2*	*3·34*	*245*	*10·5*	Bengal-Nagpur.
29	19	3·59	5·62	745	3·30	1,726	7·64	2	2·24	190	7·31	
2	*1*	*0·32*	*0·52*	*234*	*2·52*	*177*	*2·55*	*1*	*2·11*	*62*	*6·52*	Bombay, Baroda and Central India.
2	1	0·37	0·72	232	2·54	201	2·18	1	1·03	43	4·47	
3	*1*	*0·42*	*0·56*	*62*	*0·87*	*194*	*2·71*	*3*	*4·76*	*61*	*7·70*	Eastern Bengal.
4	2	0·53	0·69	65	0·91	872	12·3	1	1·85	31	4·67	
56	*14*	*2·17*	*2·11*	*322*	*0·66*	*6,570*	*13·5*	*12*	*4·98*	*640*	*11·6*	East Indian.
90	20	3·53	3·02	344	0·71	6,282	13·0	13	5·25	630	11·5	
46	*19*	*3·98*	*3·33*	*174*	*0·98*	*686*	*3·88*	*7*	*4·57*	*160*	*6·27*	Great Indian Peninsula. Steam.
45	21	4·02	3·82	191	1·01	544	2·87	6	4·06	131	5·16	*Electric.
4	*1*	*0·61*	*0·42*	*94*	*1·67*	*116*	*2·06*	*4*	*8·96*	*62*	*7·82*	Madras and Southern Mahratta.
5	1	0·65	0·44	83	1 44	107	1·85	2	3·12	40	4·41	
2	..	*1·63*	†(a) *0·91*	*42*	*1·96*	*60*	*2·81*	*2*	*14·6*	*15*	*5·59*	Nizam's State.
1	..	0·82	(a) 0·71	26	1·30	54	2·70	2	19·8	12	4·44	
71	*21*	*2·93*	*2·24*	*412*	*1·48*	*1,922*	*6·88*	*6*	*2·99*	*216*	*7·44*	North Western.
64	19	2·65	2·07	469	1·66	1,814	6·41	8	3·77	135	4·52	
11	*1*	*3·40*	*0·86*	*77*	*3·95*	*35*	*1·80*	*1*	*1·28*	*7*	*3·08*	South Indian.
10	2	3·11	2·05	28	1·30	22	1·02	1	1·16	3	1·22	
239	*79*	*2·52*	*2·45*	*1,975*	*1·39*	*11,292*	*7·92*	*38*		*1,468*		Total 5′ 6″ Gauge. Steam.
250	85	2·68	2·65	2,183	1·51	11,622	8·05	36		1,215		*Electric.
												3′ 3⅜″ Gauge.
2	..	*0·25*	*(a) 0·15*	*84*	*1·58*	*†105*	*†1·98*	*5*	*14·0*	*35*	*7·00*	Assam-Bengal.
2	..	0·29	(a) 0·24	64	1·18	71	1·31	23	63·0	59	13·0	
3	*Nil*	*0·23*	*Nil*	*148*	*1·26*	*†142*	*†1·21*	*3*	*3·61*	*15*	*1·33*	Bengal and North-Western.
2	Nil	0·15	Nil	88	0·74	119	1·00	2	2·18	22	1·75	
13	*1*	*0·99*	*0·45*	*57*	*0·58*	*159*	*1·59*	*23*	*30·5*	*160*	*8·60*	Bombay, Baroda and Central India.
16	1	1·27	0·57	45	0·46	190	1·92	43	56·1	315	26·2	
19	*3*	*2·48*	*1·34*	*43*	*0·47*	*†224*	*†2·45*	*3*	*5·10*	*39*	*3·85*	Burma.
18	2	2·47	1·37	42	0·45	205	2·21	1	2·10	20	2·00	

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

†Revised figures.

26 (a).—Statement of Repairs of Rolling Stock of Class I Railways

Railway.	Year.	Engines.				Coaching Stock.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ Gauge—*concld.*									
Eastern Bengal	*1934-35*	*9*	*4·06*	*38*	*17·5*	*72*	*17*	*9·63*	*7·65*
	1935-36	7	3·08	23	11·0	58	11	8·17	5·30
Jodhpur	*1934-35*	*3*	*2·80*	*6*	*5·61*	*21*	*3*	*8·94*	*11·5*
	1935-36	3	2·80	6	5·66	23	3	9·24	11·5
Madras and Southern Mahratta	*1934-35*	*19*	*5·24*	*37*	*10·5*	*72*	*10*	*8·11*	*5·58*
	1935-36	27	7·58	39	10·8	70	11	8·10	6·68
Nizam's State	*1934-35*	*5*	*6·02*	*18*	*21·7*	*14*	*1*	*9·03*	*6·25*
	1935-36	7	8·05	7	8·05	15	1	10·1	6·25
Rohilkund and Kumaon	*1934-35*	*3*	*3·53*	*2*	*2·92*	*14*	*3*	*6·07*	*8·46*
	1935-36	3	3·93	2	2·10	13	5	5·78	11·1
South Indian — Steam	*1934-35*	*21*	*5·16*	*59*	*14·9*	*89*	*7*	*7·32*	*5·19*
	1935-36	23	5·94	56	14·4	95	13	7·80	9·42
South Indian — Electric*	*1934-35*	*Nil*	*Nil*	*Nil*	*Nil*				
	1935-36	..	(a)8·25	Nil	Nil				
Total 3′ 3⅜″ Gauge — Steam	*1934-35*	*116*	*4·30*	*265*	*9·83*	*556*	*71*	*7·47*	*6·27*
	1935-36	116	4·34	242	9·05	512	74	7·02	6·51
Total 3′ 3⅜″ Gauge — Electric*	*1934-35*	*Nil*	*Nil*	*Nil*	*Nil*				
	1935-36	..	(a)8·25	Nil	Nil				
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1934-35*	*8*	*6·75*	*16*	*14·4*	*24*	*2*	*6·29*	*6·56*
	1935-36	9	8·12	14	12·5	24	2	6·37	8·54
Bombay, Baroda and Central India	*1934-35*	*2*	*6·41*	*4*	*15·1*	*1*	*1*	*1·08*	*8·33*
	1935-36	2	6·41	3	13·1	1	1	1·61	8·33
Eastern Bengal	*1934-35*	*1*	*7·31*	*2*	*21·7*	*4*	*Nil*	*8·00*	*Nil*
	1935-36	..	(a)3·89	2	25·1	2	Nil	4·73	Nil
Great Indian Peninsula	*1934-35*	*1*	*4·55*	*4*	*18·2*	*2*	*Nil*	*4·17*	*Nil*
	1935-36	2	9·09	3	13·6	2	Nil	4·08	Nil
North Western	*1934-35*	*4*	*4·22*	*10*	*9·84*	*22*	*7*	*7·41*	*10·6*
	1935-36	3	2·57	13	13·4	38	8	12·9	13·1
South Indian	*1934-35*	..	*(a)3·00*	*1*	*9·82*	*Nil*	*Nil*	*Nil*	*Nil*
	1935-36	..	(a)4·00	1	12·1	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1934-35*	*16*	*5·65*	*37*	*13·1*	*53*	*10*	*5 97*	*10·6*
	1935-36	16	5·69	36	12·8	67	11	7 68	12·5
Total Class I Railways — Steam	*1934-35*	*401*	*4·68*	*†1,055*	*†12·3*	*1,503*	*†360*	*8·44*	*†8·08*
	1935-36	402	4·79	967	11·5	1,431	329	8·19	7·43
Total Class I Railways — Electric*	*1934-35*	*3*	*4·62*	*6*	*9·23*				
	1935-36	4	6·15	6	9·23				

* Excluding electric multiple unit suburban trains.

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

†Revised figures.

for the years 1934-35 and 1935-36—concld.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3⅜″ Gauge.—*concld.*
10	*2*	*1·30*	*0·99*	*71*	*1·11*	*181*	*2·85*	*4*	*9·39*	*6*	*1·08*	Eastern Bengal.
9	3	1·24	1·25	67	1·04	243	3·78	2	3·59	4	0·76	
1	..	*0·51*	†(a) *0·26*	*53*	*1·90*	*9*	*0·32*	*2*	*10·7*	*7*	*2·21*	Jodhpur.
1	..	0·44	(a) 0·19	44	1·64	7	0·26	1	7·18	14	3·78	
9	*2*	*1·00*	*0·90*	*44*	*0·53*	*115*	*1·41*	*12*	*25·5*	*106*	*13·5*	Madras and Southern Mahratta.
8	2	0·98	1·02	40	0·51	119	1·52	12	28·9	64	8·55	
2	..	*1·29*	†(a) *1·06*	*33*	*2·59*	*13*	*1·02*	*2*	*14·9*	*5*	*3·17*	Nizam's State.
2	..	1·35	(a) 0·31	25	1·92	13	1·00	1	8·05	3	2·47	
Nil	*Nil*	*Nil*	*Nil*	*37*	*1·53*	*22*	*0·92*	*3*	*22·8*	*8*	*5·46*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	26	0·98	19	0·69	1	6·20	8	5·09	
19	*3*	*1·55*	*2·01*	*109*	*1·47*	*183*	*2·46*	*1*	*0·90*	*14*	*2·09*	Steam
16	3	1·31	2·06	189	2·64	237	3·31	1	0·20	13	1·96	South Indian.
												*Electric
78	*11*	*1·05*	*0·97*	*679*	*1·05*	*†1,153*	*†1·79*	*58*		*395*		Steam
74	11	1·02	0·97	630	0·98	1,223	1·90	87		522		Total 3′ 3⅜″ Gauge.
												*Electric
												2′ 6″ and 2′ 0″ Gauges.
16	*3*	*4·07*	*8·39*	*23*	*0·61*	*195*	*5·15*	*1*	*5·21*	*3*	*2·16*	Bengal-Nagpur.
15	4	3·93	11·3	20	0·53	184	4·92	..	(a)2·39	6	3·84	
3	*1*	*3·46*	*41·7*	*1*	*0·22*	*9*	*1·88*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	1	5·70	25·0	1	0·25	12	2·34	Nil	Nil	Nil	Nil	
..	*Nil*	*(a) 0·04*	*Nil*	..	*(a) 1·65*	..	*(a)0·90*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
..	Nil	(a) 0·33	Nil	..	(a)1·60	..	(a)0·14	Nil	Nil	Nil	Nil	
2	*Nil*	*3·92*	*Nil*	*Nil*	*Nil*	*10*	*2·52*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
2	Nil	5·00	Nil	Nil	Nil	2	0·50	Nil	Nil	Nil	Nil	
5	*1*	*1·74*	*2·18*	*4*	*0·32*	*41*	*3·24*	..	*(a)1·07*	*4*	*4·63*	North Western.
6	4	2·13	6·46	9	0·73	52	4·24	..	(a)5·54	3	3·61	
1	*Nil*	*4·35*	*Nil*	*Nil*	*Nil*	*3*	*1·92*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
2	Nil	4·68	Nil	Nil	Nil	3	1·65	Nil	Nil	Nil	Nil	
27	*5*	*3·04*	*5·32*	*28*	*0·46*	*258*	*4·22*	*1*		*7*		Total 2′ 6″ and 2′ 0″ Gauges.
29	9	3·33	10·2	30	0·50	253	4·19	..		9		
344	*95*	*1·93*	*2·13*	*2,682*	*1·26*	*†12,703*	*†5·96*	*97*		*1,870*		Steam
353	105	2·02	2·37	2,843	1·32	13,098	6·09	123		1,746		Total Class I Railways.
												Electric*

†Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal Nagpur	1·84	0·91	2·75
Bombay, Baroda & Central India	2·21	1·44	3·65
Eastern Bengal	1·96	0·89	2·85
East Indian	1·58	1·25	2·83
Great Indian Peninsula	1·68	1·22	2·90
Madras and Southern Mahratta	2·39	1·16	3·55
Nizam's State	2·08	1·03	3·11
North Western	1·54	1·41	2·95
South Indian	1·56	1·11	2·67
Averages			2·88
3′ 3⅜″ Gauge.			
Assam Bengal	1·75	1·45	3·20
Bengal and North Western	1·11	1·53	2·64
Bombay, Baroda & Central India	3·30	1·85	5·15
Burma	1·37	1·23	2·60
Eastern Bengal	1·98	0·97	2·95
Jodhpur	1·67	1·86	3·53
Madras and Southern Mahratta	2·15	1·26	3·41
Nizam's State	3·21	1·61	4·82
Rohilkund and Kumaon	1·25	1·33	2·58
South Indian	1·94	1·52	3·46
Averages			3·36

* Cost per equated engine mile = cost per engine mile $\times \frac{20{,}000}{\text{Average Tractive Effort per engine}}$.

Class I Railways for the year 1935-36.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	Railway.
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ Gauge
774·0	144·5	918·5	127·9	50·8	178·7	Bengal Nagpur.
819·4	146·1	965·5	96·0	38·8	134·8	Bombay, Baroda & Central India.
661·7	85·2	746·9	72·2	23·8	96·0	Eastern Bengal.
572·1	100·1	672·2	59·2	38·9	98·1	East Indian.
774·2	131·4	905·6	58·6	55·7	114·3	Great Indian Peninsula.
548·6	92·4	641·0	88·0	24·5	112·5	Madras and Southern Mahratta.
669·6	121·7	791·3	97·4	24·9	122·3	Nizam's State.
451·4	63·8	515·2	77·6	34·9	112·5	North-Western.
318·3	51·2	369·5	39·3	10·9	50·2	South Indian.
		697·2			118·2	Averages.
						3′ 3⅜″ Gauge.
300·6	26·4	327·0	50·7	10·6	61·3	Assam Bengal.
178·2	71·4	249·6	24·6	14·3	38·9	Bengal and North Western.
381·0	85·2	466·2	37·7	21·2	58·9	Bombay, Baroda & Central India.
163·5	30·1	193·6	62·2	15·3	77·5	Burma.
438·2	65·0	503·2	32·5	14·8	47·3	Eastern Bengal.
374·1	38·7	412·8	43·4	8·59	52·0	Jodhpur.
304·7	37·5	342·2	32·6	9·04	41·6	Madras and Southern Mahratta.
504·8	55·3	560·1	65·6	18·2	83·8	Nizam's State.
212·7	46·6	259·3	19·6	5·17	24·8	Rohilkund and Kumaon.
209·7	27·4	237·1	32·4	3·83	36·3	South Indian.
		329·9			51·3	Averages.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1934-35*	*Nil*	*711,312*	*Nil*	*Nil*	*711,312*	*Nil*	*112,399*
	1935-36	Nil	778,531	Nil	Nil	778,531	Nil	109,502
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*273,972*	*3,148*	*Nil*	*275,231*	*Nil*	*20,176*
	1935-36	Nil	278,486	3,250	Nil	279,786	Nil	19,708
Eastern Bengal	*1934-35*	*Nil*	*293,534*	*Nil*	*Nil*	*293,534*	*Nil*	*59,518*
	1935-36	Nil	285,843	Nil	Nil	285,843	Nil	58,252
East Indian	*1934-35*	*Nil*	*1,323,705*	*345*	*Nil*	*1,323,843*	*Nil*	*168,048*
	1935-36	Nil	1,352,853	335	Nil	1,352,987	Nil	167,822
Great Indian Peninsula	*1934-35*	*Nil*	*800,058*	*98*	*6,580*	*812,061*	*Nil*	*100,769*
	1935-36	Nil	818,568	156	20	818,666	Nil	100,822
Madras and Southern Mahratta	*1934-35*	*Nil*	*265,049*	*10*	*18*	*265,086*	*Nil*	*14,539*
	1935-36	Nil	276,611	7	151	276,889	Nil	14,451
Nizam's State	*1934-35*	*Nil*	*90,991*	*241*	*Nil*	*91,087*	*Nil*	*3,514*
	1935-36	Nil	86,322	195	Nil	86,400	Nil	3,362
North Western	*1934-35*	*Nil*	*859,134*	*Nil*	*34,201*	*921,319*	*54*	*102,528*
	1935-36	Nil	913,881	Nil	39,687	986,039	Nil	95,887
South Indian	*1934-35*	*Nil*	*93,834*	*180*	..	*93,906*	*Nil*	*1,446*
	1935-36	Nil	100,414	181	..	100,487	Nil	1,512
Total 5′ 6″ Gauge	*1934-35*	*Nil*	*4,711,589*	*4,022*	*40,799*	*4,787,379*	*54*	*583,537*
	1935-36	Nil	4,891,509	4,124	39,858	4,965,628	Nil	571,318
3′ 3⅜″ Gauge.								
Assam Bengal	*1934-35*	*Nil*	*100,325*	*Nil*	*Nil*	*100,325*	*Nil*	*15,800*
	1935-36	Nil	93,758	Nil	Nil	93,758	Nil	13,720
Bengal and North Western	*1934-35*	*Nil*	*194,680*	*Nil*	*Nil*	*194,680*	*Nil*	*54,923*
	1935-36	Nil	189,388	Nil	Nil	189,388	Nil	52,576
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*222,197*	*3,091*	*Nil*	*223,433*	*Nil*	*16,546*
	1935-36	Nil	230,731	3,068	Nil	231,954	Nil	17,968
Burma	*1934-35*	*Nil*	*186,588*	*10,012*	*Nil*	*190,593*	*Nil*	*9,223*
	1935-36	Nil	186,365	10,808	Nil	190,629	Nil	9,512

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1934-35 and 1935-36.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal)	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5′ 6″ GAUGE.
Nil	*Nil*	*112,399*	*Nil*	*823,711*	*Nil*	*Nil*	*823,711*	Bengal Nagpur.
Nil	Nil	109,502	Nil	888,033	Nil	Nil	888,033	
1,342	*Nil*	*20,713*	*Nil*	*294,148*	*4,490*	*Nil*	*295,944*	Bombay, Baroda and Central India.
1,013	Nil	20,113	Nil	298,194	4,263	Nil	299,899	
Nil	*Nil*	*59,518*	*Nil*	*353,052*	*Nil*	*Nil*	*353,052*	Eastern Bengal.
Nil	Nil	58,252	Nil	344,095	Nil	Nil	344,095	
358	*872*	*170,577*	*Nil*	*1,492,353*	*1,203*	*872*	*1,494,420*	East Indian.
1,038	997	170,050	Nil	1,520,675	1,373	997	1,523,037	
Nil	*1,690*	*103,842*	*Nil*	*900,827*	*98*	*8,270*	*915,903*	Great Indian Peninsula.
Nil	1,742	103,989	Nil	919,390	156	1,762	922,655	
21	*624*	*15,680*	*Nil*	*279,588*	*31*	*642*	*280,766*	Madras and Southern Mahratta.
17	644	15,630	Nil	291,062	24	795	292,519	
19	*Nil*	*3,522*	*Nil*	*94,505*	*260*	*Nil*	*94,609*	Nizam's State.
21	Nil	3,370	Nil	89,684	216	Nil	89,770	
Nil	*5,038*	*111,755*	*54*	*961,662*	*Nil*	*39,239*	*1,033,074*	North Western
Nil	5,573	106,019	Nil	1,009,768	Nil	45,260	1,092,058	
Nil	*Nil*	*1,446*	*Nil*	*95,280*	*180*		*95,352*	South Indian.
Nil	Nil	1,512	Nil	101,926	181	..	101,999	
2,240	*8,224*	*599,452*	*54*	*5,295,126*	*6,262*	*49,023*	*5,386,831*	Total 5′ 6″ Gauge.
2,089	8,956	588,437	Nil	5,462,827	6,213	48,814	5,554,065	
								3′ 3⅜″ GAUGE.
Nil	*176*	*16,120*	*Nil*	*116,125*	*Nil*	*176*	*116,445*	Assam Bengal.
Nil	79	14,228	Nil	107,478	Nil	279	107,986	
Nil	*Nil*	*54,923*	*Nil*	*249,603*	*Nil*	*Nil*	*249,603*	Bengal and North Western
Nil	Nil	52,576	Nil	241,964	Nil	Nil	241,964	
169	*Nil*	*16,614*	*Nil*	*238,743*	*3,260*	*Nil*	*240,047*	Bombay, Baroda and Central India.
212	Nil	18,053	Nil	248,699	3,270	Nil	250,007	
6,161	*Nil*	*11,688*	*Nil*	*195,811*	*16,173*	*Nil*	*202,281*	Burma.
5,717	Nil	11,799	Nil	195,817	16,525	Nil	202,428	

1 ton of coal.
1 ton of coal.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1934-35*	*Nil*	*120,514*	*Nil*	*Nil*	*120,514*	*Nil*	*27,108*
	1935-36	Nil	124,572	Nil	Nil	124,572	Nil	28,103
Jodhpur	*1934-35*	*Nil*	*43,988*	*233*	*Nil*	*44,081*	*Nil*	*3,458*
	1935-36	Nil	51,197	238	Nil	51,292	Nil	3,508
Madras and Southern Mahratta	*1934-35*	*Nil*	*173,512*	*Nil*	*10*	*173,530*	*Nil*	*11,266*
	1935-36	Nil	170,317	Nil	9	170,334	Nil	10,310
Nizam's State	*1934-35*	*Nil*	*53,745*	*127*	*Nil*	*53,796*	*Nil*	*2,149*
	1935-36	Nil	48,435	110	Nil	48,479	Nil	1,911
Rohilkund and Kumaon	*1934-35*	*Nil*	*36,574*	*Nil*	*Nil*	*36,574*	*Nil*	*7,120*
	1935-36	Nil	37,344	Nil	Nil	37,344	Nil	7,184
South Indian	*1934-35*	*Nil*	*160,460*	*366*	..	*160,607*	*Nil*	*22,450*
	1935-36	Nil	158,283	338	..	158,418	Nil	18,203
Total 3′ 3⅜″ Gauge	*1934-35*	*Nil*	*1,292,583*	*13,829*	*10*	*1,298,133*	*Nil*	*170,043*
	1935-36	Nil	1,290,330	14,552	9	1,296,168	Nil	162,995
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1934-35*	*Nil*	*58,054*	*Nil*	*Nil*	*58,054*	*Nil*	*8,913*
	1935-36	Nil	59,381	Nil	Nil	59,381	Nil	9,457
Bombay, Baroda and Central India.	*1934-35*	*Nil*	*7,364*	*130*	*Nil*	*7,416*	*Nil*	*183*
	1935-36	Nil	8,429	143	Nil	8,486	Nil	Nil
Eastern Bengal	*1934-35*	*Nil*	*1,576*	*Nil*	*Nil*	*1,576*	*Nil*	*158*
	1935-36	Nil	1,521	Nil	Nil	1,521	Nil	159
Great Indian Peninsula	*1934-35*	*Nil*	*12,642*	*Nil*	*Nil*	*12,642*	*Nil*	*777*
	1935-36	Nil	12,477	Nil	33	12,537	Nil	657
North-Western	*1934-35*	*Nil*	*36,066*	*Nil*	*Nil*	*36,066*	*Nil*	*3,976*
	1935-36	Nil	37,559	Nil	Nil	37,559	Nil	3,724
South Indian	*1934-35*	*Nil*	*2,117*	*5*	..	*2,119*	*Nil*	*14*
	1935-36	Nil	2,125	6	Nil	2,127	Nil	23
Total 2′ 6″ & 2′ 0″ Gauges	*1934-35*	*Nil*	*117,819*	*135*	*Nil*	*117,873*	*Nil*	*14,021*
	1935-36	Nil	121,492	149	33	121,611	Nil	14,020
Total Class I Railways	*1934-35*	*Nil*	*6,121,991*	*17,986*	*40,809*	*6,203,385*	*54*	*767,601*
	1935-36	Nil	6,303,331	18,825	39,900	6,383,407		748,333

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1934-35 and 1935-36—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3⅜″ GAUGE—*concld.*
Nil	*Nil*	*27,108*	*Nil*	*147,622*	*Nil*	*Nil*	*147,622*	Eastern Bengal.
Nil	Nil	28,103	Nil	152,675	Nil	Nil	152,675	
Nil	*Nil*	*3,458*	*Nil*	*47,446*	*233*	*Nil*	*47,539*	Jodhpur.
Nil	Nil	3,508	Nil	54,705	238	Nil	54,800	
Nil	*707*	*12,551*	*Nil*	*184,778*	*Nil*	*717*	*186,081*	Madras and Southern Mahratta.
Nil	788	11,742	Nil	180,627	Nil	797	182,076	
15	*Nil*	*2,155*	*Nil*	*55,894*	*142*	*Nil*	*55,951*	Nizam's State.
14	Nil	1,917	Nil	50,346	124	Nil	50,396	
Nil	*Nil*	*7,120*	*Nil*	*43,694*	*Nil*	*Nil*	*43,694*	Rohilkund and Kumaon.
Nil	Nil	7,184	Nil	44,528	Nil	Nil	44,528	
Nil	***2,379*	***26,775*	*Nil*	*182,910*	*366*	***2,379*	***187,382*	South Indian.
Nil	2,401	22,570	Nil	176,486	338	2,401	180,988	
6,345	***3,262*	***178,512*	*Nil*	*1,462,626*	*20,174*	***3,272*	***1,476,645*	Total 3′ 3⅜″ Gauge.
5,943	3,468	171,680	Nil	1,453,325	20,495	3,477	1,467,848	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*8,913*	*Nil*	*66,967*	*Nil*	*Nil*	*66,967*	Bengal Nagpur.
Nil	Nil	9,457	Nil	68,838	Nil	Nil	68,838	
Nil	*Nil*	*183*	*Nil*	*7,547*	*130*	*Nil*	*7,599*	Bombay, Baroda and Central India.
Nil	Nil	Nil	Nil	8,429	143	Nil	8,486	
Nil	*Nil*	*158*	*Nil*	*1,734*	*Nil*	*Nil*	*1,734*	Eastern Bengal.
Nil	Nil	159	Nil	1,680	Nil	Nil	1,680	
Nil	*15*	*804*	*Nil*	*13,419*	*Nil*	*15*	*13,446*	Great Indian Peninsula.
Nil	14	682	Nil	13,134	Nil	47	13,219	
Nil	*Nil*	*3,976*	*Nil*	*40,042*	*Nil*	*Nil*	*40,042*	North Western.
Nil	Nil	3,724	Nil	41,283	Nil	Nil	41,283	
Nil	*Nil*	*14*	*Nil*	*2,131*	*5*	..	*2,133*	South Indian.
Nil	Nil	23	Nil	2,148	6	Nil	2,150	
Nil	*15*	*14,048*	*Nil*	*131,840*	*135*	*15*	*131,921*	Total 2′ 6″ & 2′ 0″ Gauges.
Nil	14	14,045	Nil	135,512	149	47	135,656	
8,585	***11,501*	***792,012*	*54*	*6,889,592*	*26,571*	***52,310*	***6,995,397*	TOTAL CLASS I RAILWAYS.
8,032	12,438	774,162	Nil	7,051,664	26,857	52,338	7,157,569	

1 ton of coal.
1 ton of coal.

** Revised figures.

7 (a). *Statement of Coal consumed on* ***Class I Railways*** *during the years 1934-35 and 1935-36* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal-Nagpur	*1934-35*	*Nil*	*2·89*	*Nil*	*Nil*	*Nil*	*5·41*	*Nil*	*Nil*
	1935-36	Nil	2·73	Nil	Nil	Nil	5·14	Nil	Nil
Bombay, Baroda and Central India	*1934-35*	*Nil*	*3·82*	*4·03*	*Nil*	*Nil*	*14·0*	*6·06*	*Nil*
	1935-36	Nil	3·63	3·05	Nil	Nil	13·1	5·06	Nil
Eastern Bengal	*1934-35*	*Nil*	*2·41*	*Nil*	*Nil*	*Nil*	*6·45*	*Nil*	*Nil*
	1935-36	Nil	2·34	Nil	Nil	Nil	6·52	Nil	Nil
East Indian	*1934-35*	*Nil*	*3·24*	*11·4*	*102·8*	*Nil*	*6·55*	*11·5*	*103·8*
	1935-36	Nil	3·25	11·7	87·8	Nil	6·52	11·8	88·6
Great Indian Peninsula	*1934-35*	*Nil*	*3·96*	*5·30*	*42·1*	*Nil*	*10·2*	*5·92*	*43·7*
	1935-36	Nil	3·89	4·87	42·3	Nil	9·20	4·87	45·1
Madras and Southern Mahratta	*1934-35*	*Nil*	*4·97*	*Nil*	*44·5*	*Nil*	*12·8*	*Nil*	*46·1*
	1935-36	Nil	4·92	Nil	52·5	Nil	13·2	Nil	56·3
Nizam's State	*1934-35*	*Nil*	*4·47*	*6·00*	*Nil*	*Nil*	*5·87*	*7·02*	*Nil*
	1935-36	Nil	4·15	6·00	Nil	Nil	5·64	8·58	Nil
North Western	*1934-35*	*20·0*	*3·37*	*Nil*	*34·0*	*20·0*	*17·2*	*Nil*	*39·6*
	1935-36	Nil	3·00	Nil	17·3	Nil	15·6	Nil	24·2
South Indian	*1934-35*	*Nil*	*3·68*	*4·01*	*212·7(b)*	*Nil*	*17·4*	*4·01*	*(b) 212·7*
	1935-36	Nil	2·83	2·94	194·0(b)	Nil	16·8	2·94	(b) 194·0
3' 3½" Gauge.									
Assam Bengal	*1934-35*	*Nil*	*3·79*	*Nil*	*38·5*	*Nil*	*11·6*	*Nil*	*41.6*
	1935-36	Nil	4·67	Nil	38·5	Nil	10·6	Nil	41·9
Bengal and North Western	*1934-35*	*Nil*	*3·36*	*Nil*	*Nil*	*Nil*	*9·94*	*Nil*	*Nil*
	1935-36	Nil	3·01	Nil	Nil	Nil	9·66	Nil	Nil
Bombay, Baroda and Central India	*1934-35*	*Nil*	*4·34*	*4·40*	*Nil*	*Nil*	*14·9*	*4·94*	*Nil*
	1935-36	Nil	3·44	4·40	Nil	Nil	14·2	4·94	Nil
Burma	*1934-35*	*Nil*	*3·42*	*3·25*	*Nil*	*Nil*	*16·3*	*4·81*	*Nil*
	1935-36	Nil	3·40	3·25	Nil	Nil	16·2	4·81	Nil

(*b*) This rate represents the rate of kerosene oil.

27 (a).—*Statement of Coal consumed on Class I Railways during the years 1934-35 and 1935-36* —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3⅜″ Gauge—*concld.*									
Eastern Bengal	*1934-35*	*Nil*	*2·41*	*Nil*	*Nil*	*Nil*	*8·72*	*Nil*	*Nil*
	1935-36	Nil	2·34	Nil	Nil	Nil	8·13	Nil	Nil
Jodhpur	*1934-35*	*Nil*	*3·10*	*5·00*	*Nil*	*Nil*	*15·8*	*5·00*	*Nil*
	1935-36	Nil	2·94	5·00	Nil	Nil	15·2	5·00	Nil
Madras and Southern Mahratta	*1934-35*	*Nil*	*7·85*	*Nil*	*44·7*	*Nil*	*14·5*	*Nil*	*46·6*
	1935-36	Nil	8·24	Nil	44·4	Nil	14·9	Nil	46·5
Nizam's State	*1934-35*	*Nil*	*4·47*	*6·00*	*Nil*	*Nil*	*8·23*	*7·02*	*Nil*
	1935-36	Nil	4·15	6·00	Nil	Nil	8·59	8·58	Nil
Rohilkund and Kumaon	*1934-35*	*Nil*	*3·50*	*Nil*	*Nil*	*Nil*	*12·3*	*Nil*	*Nil*
	1935-36	Nil	3·00	Nil	Nil	Nil	11·5	Nil	Nil
South Indian	*1934-35*	*Nil*	*3·68*	*4·01*	*47·2*	*Nil*	*17·0*	*4·01*	**47·2*
	1935-36	Nil	2·83	2·94	46·9	Nil	17·2	2·94	47·9
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1934-35*	*Nil*	*4·03*	*Nil*	*Nil*	*Nil*	*5·78*	*Nil*	*Nil*
	1935-36	Nil	3·70	Nil	Nil	Nil	5·33	Nil	Nil
Bombay, Baroda and Central India	*1934-35*	*Nil*	*3·76*	*3·61*	*Nil*	*Nil*	*16·0*	*3.61*	*Nil*
	1935-36	Nil	3·89	3·20	Nil	Nil	13·1	3·20	Nil
Eastern Bengal	*1934-35*	*Nil*	*2·41*	*Nil*	*Nil*	*Nil*	*7·20*	*Nil*	*Nil*
	1935-36	Nil	2·34	Nil	Nil	Nil	8·01	Nil	Nil
Great Indian Peninsula	*1934-35*	*Nil*	*4·15*	*Nil*	*42·3*	*Nil*	*9·32*	*Nil*	*46·4*
	1935-36	Nil	4·11	Nil	47·5	Nil	8·64	Nil	52·1
North Western	*1934-35*	*Nil*	*3·37*	*Nil*	*Nil*	*Nil*	*18·8*	*Nil*	*Nil*
	1935-36	Nil	3·00	Nil	Nil	Nil	12·7	Nil	Nil
South Indian	*1934-35*	*Nil*	*3·68*	*4·01*	*(b)212·7*	*Nil*	*15·6*	*4·01*	*(b)212·7*
	193-536	Nil	2·83	2·94	Nil	Nil	15·0	2·94	Nil

(*b*) This rate represents the rate of Kerosene oil.
*Revised figure.

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1934-35 and 1935-36.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge																
Bengal-Nagpur	*1934-35*	*212,087*	*191·0*	*397,624*	*151·7*	*76,883*	*60·2*	*20,269*	*172*	*Nil*	*4,277*	*711,312*	*34,112*	*32,904*	*45,383*	*112,399*
	1935-36	210,219	184·9	457,733	155·4	82,648	61·4	23,347	144	Nil	4,440	778,531	36,257	32,793	40,452	109,502
Bombay, Baroda and Central India	*1934-35*	*136,461*	*179·1*	*100,935*	*112·0*	*30,588*	*71·3*	*7,247*	*Nil*	*Nil*	*Nil*	*275,231*	*9,731*	*4,207*	*6,775*	*20,713*
	1935-36	137,551	174·6	101,765	111·4	31,711	75·1	8,759	Nil	Nil	Nil	279,786	9,537	3,253	7,323	20,113
Eastern Bengal	*1934-35*	*168,267*	*193·4*	*64,767*	*122·8*	*27,822*	*50·2*	*22,595*	*Nil*	*Nil*	*10,083*	*293,534*	*4,911*	*14,122*	*40,485*	*59,518*
	1935-36	169,878	188·0	61,679	129·9	27,724	50·9	14,738	Nil	Nil	11,824	285,843	5,696	13,960	38,596	58,252
East Indian	*1934-35*	*494,766*	*158·5*	*633,057*	*106·3*	*144,975*	*56·8*	*49,013*	*201*	*Nil*	*1,831*	*1,323,843*	*46,753*	*59,010*	*64,814*	*170,577*
	1935-36	507,517	159·0	638,842	108·0	151,160	58·1	52,419	147	Nil	2,902	1,352,987	40,487	62,452	67,111	170,050
Great Indian Peninsula.	*1934-35*	*318,389*	*170·1*	*390,085*	*166·5*	*77,662*	*81·9*	*22,567*	*,ll*	*Nil*	*3,358*	*812,061*	*29,806*	*56,238*	*17,798*	*103,842*
	1935-36	321,477	169·1	391,584	166·6	80,440	84·1	19,420	Nil	Nil	5,745	818,666	28,550	57,899	17,540	103,989
Madrasand Southern Maharatta.	*1934-35*	*135,907*	*179·6*	*93,030*	*125·3*	*22,228*	*73·5*	*9,354*	*Nil*	*Nil*	*4,567*	*265,086*	*4,953*	*1,135*	*9,592*	*15,680*
	1935-36	134,072	176·4	106,746	125·2	22,988	72·9	8,186	Nil	242	4,655	276,889	4,817	1,172	9,641	15,630
Nizam's State	*1934-35*	*43,507*	*190·5*	*37,204*	*156·4*	*5,968*	*72·4*	*4,408*	*Nil*	*Nil*	*Nil*	*91,087*	*2,740*	*Nil*	*782*	*3,522*
	1935-36	40.706	186·0	34,527	147·2	6,564	80·2	4,603	Nil	Nil	Nil	86,400	2,441	*Nil*	929	3,370
North Western	*1934-35*	*453.996*	*156·8*	*312,938*	*129·9*	*116,250*	*84·4*	*32,013*	*1,180*	*Nil*	*4,942*	*921,319*	*20,276*	*15,033*	*76,446*	*111,755*
	1935-36	492,181	163·5	328,243	134·7	123,957	87·3	35,573	1,167	Nil	4,918	986,039	17,856	4,262	83,901	106,019
South Indian	*1934-35*	*60,460*	*153·5*	*25,074*	*120·1*	*5,049*	*45·5*	*3,323*	*Ni*	*Nil*	*Nil*	*93,906*	*600*	*Nil*	*846*	*1,446*
	1935-36	64,055	153·8	28,338	113·7	4,030	44·7	4,064	Nil	Nil	Nil	100,487	603	*Nil*	909	1,512
Total 5′ 6″ Gauge	*1934-35*	*2,023,840*	*168·5*	*2,054,714*	*129·0*	*507, 425*	*66·3*	*170,789*	*1,553*	*Nil*	*29,058*	*4,787,379*	*153,882*	*182,649*	*262.921*	*599,452*
	1935-36	2,077,656	168·5	2,149,457	131·4	531,222	68·1	171,109	1,458	242	34,484	4,965,628	146,244	175,791	266,402	588,437
3′ 3⅜″ Gauge.																
Assam Bengal	*1934-35*	*69,716*	*161·2*	*11,038*	*151·2*	*13,143*	*43·6*	*5,084*	*Nil*	*Nil*	*1,344*	*100,325*	*3,046*	*5,709*	*7,365*	*16,120*
	1935-36	68,356	157·3	8,883	150·4	10,953	39·9	4,321	Nil	Nil	1,245	93,758	2,532	5,052	6,644	14,228
Bengal and North Western.	*1934-35*	*102,235*	*167·2*	*62,324*	*133·8*	*13,810*	*22·2*	*13,356*	*Nil*	*Nil*	*2,955*	*194,680*	*9,035*	*5,362*	*40,526*	*54,923*
	1935-36	104,651	176·9	55,792	124·4	13,375	21·7	12,671	Nil	Nil	2,899	189,388	8,913	5,389	38,274	52,576
Bombay, Baroda and Central India.	*1934-35*	*123,116*	*189·1*	*74,477*	*139·4*	*19,377*	*39·1*	*5,945*	*518*	*Nil*	*Nil*	*223,433*	*6,035*	*6,351*	*4,228*	*16,614*
	1935-36	127,109	196·5	76,501	140·0	21,415	43·8	6,479	450	Nil	Nil	231,954	6,014	3,999	8,040	18,053
Burma	*1934-35*	*97,729*	*183·4*	*65,472*	*134·3*	*19,468*	*33·3*	*7,924*	*Nil*	*Nil*	*Nil*	*190,593*	*6,255*	*Nil*	*5,433*	*11,688*
	1935-36	99,297	180·3	61,778	136·3	20,884	35·2	8,670	Nil	Nil	Nil	190,629	6,634	Nil	5,165	11,799

‡ Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (b).—Statement of Coal* Consumption on Class I Railways for the years 1934-35 and 1935-36—concld.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	Steam Coaches.	Internal combustion coaches.	Locos. on Misc. services.	Total tons used on all Locomotive services. Cols. 3+5+7+9+10+11+12	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations	Miscellaneous purposes.	Total. (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3½" GAUGE —concld.																
Eastern Bengal	*1934-35*	*58,526*	*174·9*	*34,399*	*140·7*	*14,083*	*43·7*	*3,330*	*1*	*Nil*	*10,175*	*120,514*	*3,915*	*Nil*	*23,193*	*27,108*
	1935-36	61,966	163·3	34,985	138·0	14,423	43·8	2,279	Nil	Nil	10,919	124,572	4,537	8	23,558	28,103
Jodhpur	*1934-35*	*26,060*	*143·7*	*12,597*	*139·1*	*2,456*	*24·4*	*1,669*	*Nil*	*Nil*	*1,299*	*44,081*	*1,458*	*Nil*	*2,000*	*3,458*
	1935-36	28,258	147·8	14,230	137·5	2,803	25·5	4,234	Nil	Nil	1,767	51,292	1,343	Nil	2,165	3,508
Madras and Southern Maharatta.	*1934-35*	*83,563*	*172·1*	*70,164*	*171·9*	*12,814*	*36·9*	*4,891*	*Nil*	*Nil*	*2,098*	*173,530*	*3,951*	*1,285*	*7,315*	*12,551*
	1935-36	83,854	176·1	66,040	169·9	12,731	39·4	5,408	Nil	Nil	2,301	170,334	4,164	1,432	6,146	11,742
Nizam's State	*1934-35*	*30,796*	*305·4*	*16,496*	*187·4*	*3,775*	*86·6*	*2,716*	*13*	*Nil*	*Nil*	*53,796*	*1,352*	*Nil*	*803*	*2,155*
	1935-36	27,451	274·5	15,093	185·7	3,465	76·8	2,364	106	Nil	Nil	48,479	1,153	Nil	764	1,917
Rohilkund and Kumaon.	*1934-35*	*25,214*	*189·6*	*5,176*	*152·9*	*2,915*	*22·1*	*3,269*	*Nil*	*Nil*	*Nil*	*36,574*	*2,487*	*1,892*	*2,741*	*7,120*
	1935-36	26,023	192·9	5,379	155·4	2,736	21·6	3,206	Nil	Nil	Nil	37,344	2,300	1,773	3,111	7,184
South Indian	*1934-35*	*113,377*	*174·0*	*33,012*	*112·5*	*6,976*	*34·2*	*7,242*	*Nil*	*Nil*	*Nil*	*160,607*	*3,100*	*15,517*	** *8,158*	** *26,775*
	1935-36	113,213	180·4	31,476	109·8	6,229	34·4	7,500	Nil	Nil	Nil	158,418	2,545	11,867	8,158	22,570
Total 3' 3½" Gauge.	*1934-35*	*730,332*	*179·1*	*385,155*	*142·4*	*108,817*	*34·7*	*55*	*532*	*Nil*	*17,871*	*1,298,133*	*40,634*	*36,116*	** *101,762*	** *178,512*
	1935-36	740,178	180·4	370,157	140·3	109,014	35·4	57,132	556	Nil	19,131	1,296,168	40,135	29,520	102,025	171,680
2' 6" AND 2' 0" GAUGES.																
Bengal-Nagpur	*1934-35*	*36,893*	*362·4*	*13,295*	*330·3*	*5,854*		*1,564*	*202*	*Nil*	*246*	*58,054*	*5,958*	*200*	*2,755*	*8,913*
	1935-36	37,536	370·0	14,335	342·2	5,645		1,475	176	Nil	214	59,381	6,344	243	2,870	9,457
Bombay, Baroda and Central India.	*1934-35*	*7,208*	*490·0*	*96*	*401·6*	*Nil*		*112*	*Nil*	*Nil*	*Nil*	*7,416*	*93*	*Nil*	*90*	*183*
	1935-36	8,277	525·5	77	437·2	Nil		132	Nil	Nil	Nil	8,486	*Nil*	Nil	*Nil*	*Nil*
Eastern Bengal.	*1934-35*	*1,514*	*528·0*	*Nil*	*619·8*	*Nil*		*9*	*Nil*	*Nil*	*53*	*1,576*	*Nil*	*Nil*	*158*	*158*
	1935-36	1,454	535·6	Nil	633·1	Nil		1	Nil	Nil	66	1,521	Nil	Nil	159	159
Great Indian Peninsula.	*1934-35*	*11,564*	*478·5*	*Nil*	*498·5*	*578*		*476*	*Nil*	*24*	*Nil*	*12,642*	*798*	*Nil*	*6*	*804*
	1935-36	11,588	423·8	Nil	488·6	513		376	Nil	60	Nil	12,537	680	Nil	2	682
North-Western	*1934-35*	*20,264*	*453·4*	*11,658*	*469·7*	*2,739*		*1,095*	*214*	*Nil*	*96*	*36,066*	*1,169*	*Nil*	*2,807*	*3,976*
	1935-36	19,429	441·4	13,717	505·2	2,649		1,163	369	Nil	232	37,559	1,138	Nil	2,586	3,724
South Indian	*1934-35*	*2,099*	*273·9*	*Nil*	** *214·1*	*Nil*		*20*	*Nil*	*Nil*	*Nil*	*2,119*	*9*	*Nil*	*5*	*14*
	1935-36	2,114	279·6	Nil	223·9	Nil		13	Nil	Nil	Nil	2,127	16	Nil	7	23
Total 2' 6"&2' 0" Gauges.	*1934-35*	*79,542*	*403·2*	*25,049*	*390·6*	*9,171*		*3,276*	*416*	*24*	*395*	*117,873*	*8,027*	*200*	*5,821*	*14,048*
	1935 36	80,398	402·7	28,129	410·6	8,807		3,160	545	60	512	121,611	8,178	243	5,624	14,045
TOTAL CLASS I RAILWAYS.	*1934-35*	*2,833,714*	*173·1*	*2,464,918*	*132·9*	*625,413*		*229,491*	*2,501*	*24*	*47,324*	*6,203,385*	*202,543*	*218,965*	** *370,504*	** *792,012*
	1935-36	2,898,232	173·4	2,547,743	134·6	649,043		231,401	2,559	302	54,127	6,383,407	194,557	205,554	374 051	774,162

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal

** Revised figures.

28.—*Statement of Efficiency of* **Class I Railways** *for the years 1934-35 and 1935-36.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1934-35*	*466*	*189*	*1,830*	*4,314*	*9,912*
	1935-36	496	190	1,873	4,405	9,894
Bombay, Baroda and Central India	*1934-35*	*654*	*247*	*2,191*	*5,359*	*10,965*
	1935-36	663	254	2,260	5,475	11,538
Eastern Bengal	*1934-35*	*389*	*145*	*1,024*	*3,798*	*8,212*
	1935-36	367	144	1,005	3,492	7,799
East Indian	*1934-35*	*756*	*240*	*2,292*	*5,347*	*10,960*
	1935-36	740	232	2,184	5,143	10,446
Great Indian Peninsula	*1934-35*	*705*	*249*	*2,113*	*5,239*	*10,899*
	1935-36	683	250	2,153	5,322	11,102
Madras and Southern Mahratta	*1934-35*	*702*	*222*	*1,722*	*4,686*	*9,289*
	1935-36	742	238	1,864	4,976	9,552
Nizam's State	*1934-35*	*709*	*199*	*1,798*	*4,613*	*8,697*
	1935-36	695	209	1,835	4,775	9,080
North Western	*1934-35*	*698*	*230*	*1,708*	*4,586*	*8,236*
	1935-36	689	228	1,655	4,554	8,070
South Indian	*1934-35*	*358*	*127*	*961*	*2,855*	*6,758*
	1935-36	447	146	1,086	3,233	7,328
Average for 5′ 6″ gauge	*1934-35*	*641*	*222*	*1,946*	*4,840*	*9,949*
	1935-36	641	221	1,931	4,810	9,808
3′ 3⅜″ Gauge.						
Assam Bengal	*1934-35*	*425*	*150*	*732*	*1,967*	*3,612*
	1935-36	433	149	683	1,929	3,387
Bengal and North Western	*1934-35*	*341*	*141*	*754*	*1,852*	*3,882*
	1935-36	350	149	811	1,920	4,156
Bombay, Baroda and Central India	*1934-35*	*703*	*238*	*1,193*	*2,724*	*5,143*
	1935-36	730	242	1,186	2,754	5,076
Burma	*1934-35*	*730*	*208*	*1,223*	*3,018*	*4,636*
	1935-36	640	195	1,143	2,878	4,880
Eastern Bengal	*1934-35*	*487*	*201*	*831*	*2,399*	*4,482*
	1935-36	499	210	866	2,420	4,638
Jodhpur	*1934-35*	*672*	*187*	*729*	*1,896*	*3,935*
	1935-36	654	193	692	1,928	3,963
Madras and Southern Mahratta	*1934-35*	*630*	*168*	*804*	*2,303*	*3,367*
	1935-36	621	166	777	2,281	3,354
Nizam's State	*1934-35*	*810*	*186*	*1,064*	*2,771*	*4,368*
	1935-36	762	165	969	2,546	4,392
Rohilkund and Kumaon	*1934-35*	*291*	*102*	*651*	*1,612*	*2,907*
	1935-36	310	107	655	1,629	2,939
South Indian	*1934-35*	*588*	*166*	*720*	*2,104*	*4,196*
	1935-36	579	166	733	2,143	4,340
Average for 3′ 3⅜″ gauge	*1934-35*	*533*	*177*	*891*	*2,290*	*4,181*
	1935-36	533	178	887	2,296	4,217
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1934-35*	*329*	*124*	*320*	*1,137*	*1,708*
	1935-36	316	121	306	1,093	1,637
Bombay, Baroda and Central India	*1934-35*	*243*	*95*	*247*	*635*	*929*
	1935-36	250	96	251	644	928
Eastern Bengal	*1934-35*	*902*	*32*	*29*	*186*	*390*
	1935-36	17,420	38	35	170	400
Great Indian Peninsula	*1934-35*	*456*	*101*	*218*	*1,062*	*994*
	1935-36	453	106	210	1,075	975
North Western	*1934-35*	*456*	*84*	*188*	*870*	*814*
	1935-36	466	88	197	882	828
South Indian	*1934-35*	*647*	*108*	*248*	*868*	*1,204*
	1935-36	700	98	209	798	1,038

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1935-36 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	5,046,4	5,561,3	1,25,47,0	1,211,0	1, 352,	47,48,1	6,257,4	6,914,2	1,72,95,1	1,2	1,5	16,5
Bombay, Baroda and Central India.	6	771,9	35,71,5	..	18,9	2,53,8	6	790,8	38,25,3	24,6	24,6	4,81,3
Eastern Bengal	8,7	1,163,6	25,78,6	7	111,9	4,57,2	9,4	1,275,5	30,35,8	11,8	11,8	19,1
East Indian	8,035,3	8,939,0	3,69,35,5	2,064,9	2,407,0	1,48,83,2	10,100,2	11,346,0	5,18,18,7	9	12,1	3,21,4
Great Indian Peninsula	777,8	1,562,3	58,63,8	68,6	325,4	14,63,8	846,4	1,887,7	73,27,6	31,5	31,8	5,31,5
Madras and Southern Mahratta.	61,4	190,0	7,60,1	1	339,4	20,48,6	61,5	529,4	28,08,7	13,0	13,0	2,35,0
Nizam's State	318,9	350,4	16,09,5	247,0	247,0	5,68,8	565,9	597,4	21,78,3	2	1,5	27,4
North Western	64,2	1,104,9	32,03,4	7	7	2	64,9	1,105,6	32,03,6	40,3	40,4	8,97,9
South Indian	18,7	23,3	2,04,4	*Nil*	*Nil*	2	18,7	23,3	2,04,6	1,4	1,4	7,0
Total	14,332,0	19,666,7		3,593,0	4,803,2		17,925,0	24,469,9		124,9	138,1	
3′ 3⅜″ GAUGE.												
Assam Bengal	28,2	102,9	3,10,7	2,5	11,4	28,3	30,7	114,3	3,39,0	1,3	9,0	76,0
Bengal and North Western.	6,7	341,6	10,62,5	..	..	..	6,7	341,6	10,62,5	2	2	1,7
Bombay, Baroda and Central India.	1,1	282,1	*	..	83,1	*	1,1	365,2	*	1,0	8,6	*
Burma	49,8	49,8	5,61,5	*Nil*	*Nil*	*Nil*	49,8	49,8	5,61,5	14,1	14,1	2,38,4
Eastern Bengal	4	264,2	*	1	90,3	*	5	354,5	*	1	3	*
Jodhpur	5	22,5	60,5	*Nil*	5,1	7,5	5	27,6	68,0	*Nil*	4,4	73,0
Madras and Southern Mahratta.	7,1	35,3	*	12,4	25,2	*	19,5	60,5	*	5,1	9,8	*
Nizam's State	*Nil*	28,9	*	*Nil*	1,4	*	*Nil*	30,3	*	1	1,2	*
Rohilkund and Kumaon	4	25,6	22,5	..	..	..	4	25,6	22,5	1	1	2
South Indian	78,7	78,9	*	2	2	*	78,9	79,1	*	3	3	*
Total	172,9	1,231,8		15,2	216,7		188,1	1,448,5		22,3	48,0	
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur	32,6	59,4	*	1,2	1,6	*	33,8	61,0	*	..	..	*
Bombay, Baroda and Central India.	2	5,8	*	..	..	*	2	5,8	*	..	4	*
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	12,6	*	..	..	*	..	12,6	*	7	7	*
North Western	69,7	84,6	*	*Nil*	*Nil*	*Nil*	69,7	84,6	*	5	9	*
South Indian	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total	102,5	162,4		1,2	1,6		103,7	164,0		1,2	2,0	
Total, 1935-36	14,607,4	21,060,9	6,92,91,5	3,609,4	5,021,5	2,44,59,7	18,216,8	26,082,4	9,37,51,2	148,4	188,1	29,26,4
Total 1934-35	14,505,4	20,783,1	7,09,41,7	3,727,8	5,085,3	2,49,16,3	18,233,2	25,868,4	9,58,58,0	146,3	185,0	27,52,5
Increase	102,0	277,8	..	..	..	..	..	214,0	..	2,1	3,1	1,73,9
Decrease	..	..	16,50,2	118,4	63,8	4,56,6	16,4	..	21,06,8	..	..	..

*Shown under

† In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36 (In hundreds).

(5) Firewood and other fuel.			II.—Heavy Merchandise. (1) Rice in the husk.			(2) Rice not in the husk.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
183,8	191,1	5,71,9	62,1	165,3	10,53,3	467,1	485,8	51,33,9	Bengal Nagpur.
94,0	138,0	5,32,5	8,1	9,0	52,3	58,3	70,4	12,48,1	Bombay, Baroda and Central India.
11,4	41,2	46,3	65,8	118,6	10,46,5	83,3	97,8	10,45,4	Eastern Bengal.
119,9	154,1	3,35,8	71,8	81,7	2,54,7	222,0	329,1	23,08,6	East Indian.
151,2	160,3	3,24,0	4,4	6,3	58,9	104,1	254,5	21,86,9	Great Indian Peninsula.
73,3	85,5	4,46,3	35,0	39,8	2,41,3	242,2	302,3	47,69,2	Madras and Southern Mahratta.
61,0	61,0	2,13,3	1,2	1,2	5,1	57,7	72,4	8,31,2	Nizam's State.
386,0	390,4	10,60,5	25,3	26,1	1,18,8	251,2	290,5	33,67,8	North Western.
34,1	39,9	3,33,0	78,9	146,4	19,02,2	89,5	130,8	23,13,4	South Indian.
1,114,7	1,261,5		452,9	594,4		1,575,4	2,033,6		Total.
									3′ 3⅜″ Gauge.
9	9	2,3	29,2	30,9	1,36,3	57,5	65,1	4,67,1	Assam Bengal.
100,9	101,9	1,62,7	30,7	51,7	2,43,1	150,4	297,4	15,36,5	Bengal and North Western.
68,8	83,2	*	1	1,0	*	1,1	62,3	*	Bombay, Baroda and Central India.
63,8	63,8	2,27,2	268,1	268,1	10,50,6	823,1	823,1	61,22,7	Burma
4,8	5,0	*	83,7	93,6	*	112,4	144,9	*	Eastern Bengal.
14,6	15,4	25,3	1,7	1,8	9,2	15,9	25,1	1,82,9	Jodhpur.
71,2	71,3	*	23,0	30,5	*	126,6	209,3	*	Madras and Southern Mahratta.
12,4	12,5	*	1	1	*	14,1	28,4	*	Nizam's State.
205,2	205,2	3,88,2	10,9	10,9	63,8	7,7	9,0	38,5	Rohilkund and Kumaon.
43,1	46,1	*	189,4	202,2	*	235,7	269,7	*	South Indian.
585,7	605,3		636,9	690,8		1,544,5	1,934,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
28,1	29,2	*	5,9	8,2	*	33,0	45,4	*	Bengal-Nagpur.
28,0	29,0	*	7	7	*	6	5,4	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	1	*	Eastern Bengal.
..	..	*	..	..	*	1	12,6	*	Great Indian Peninsula.
1,5	9,3	*	6	6	*	33,3	38,2	*	North Western.
5,5	5,5	*	5	5	*	1	4,5	*	South Indian.
63,1	73,0		7,7	10,0		67,1	106,2		Total.
1,763,5	1,939,8	46,69,3	1,097,5	1,295,2	62,36,1	3,187,0	4,074,1	3,15,52,2	Total, 1935-36
1,767,3	1,919,9	48,36,2	1,050,5	1,217,7	56,32,0	3,745,6	4,860,9	3,62,30,8	Total, 1934-35.
..	19,9	..	47,0	77,5	6,04,1	..	..	..	Increase.
3,8	..	1,66,9	..	..	..	558,6	786,8	46,78,6	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy Mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jo war and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5′ 6″ Gauge.									
Bengal Nagpur	69,1	103,9	12,20,5	35,0	50,2	7,09,7	4	9	8,4
Bombay, Baroda and Central India	57,4	110,0	23,17,8	32,7	140,1	27,74,2	14,4	33,8	6,26,4
Eastern Bengal	39,5	47,8	5,44,2	..	..	..	..	..	..
East Indian	176,3	267,6	21,76,9	135,7	363,2	34,35,6	16,0	22,0	1,21,5
Great Indian Peninsula	251,5	390,3	47,75,1	273,9	306,4	32,47,8	118,1	143,7	14,75,1
Madras and Southern Mahratta	51,1	175,7	19,91,8	6,5	20,8	5,33,9	13,1	30,9	5,58,4
Nizam's State	30,6	161,0	13,79,2	4,7	25, ,	3,81,5	11,7	18,4	1,75,1
North Western	397,5	498,6	45,85,1	933,9	1,003,4	88,54,1	37,2	44,9	3,82,7
South Indian	36,4	55,3	12,69,3	6,3	7,6	1,26,8	12,0	27,2	2,31,5
Total	1,109,4	1,810,2		1,423,7	1,917,2		222,9	321,8	
3′ 3⅜″ Gauge.									
Assam Bengal	5,2	19,6	1,36,3	1,4	6,0	34,0	..	..	1
Bengal and North Western	102,8	115,1	6,51,0	57,6	67,0	4,29,0	‡	‡	‡
Bombay, Baroda and Central India	99,7	148,5	*	72,3	162,2	*	22,4	42,0	*
Burma	78,3	78,3	9,38,1	13,8	13,8	1,57,6	1,5	1,5	23,1
Eastern Bengal	23,9	63,2	*	..	..	..	..	..	..
Jodhpur	4,0	60,8	4,67,3	63,9	80,2	3,95,4	6,3	8,0	54,0
Madras and Southern Mahratta	17,4	105,4	*	15,7	36,1	*	32,1	52,6	*
Nizam's State	36,0	75,7	*	10,1	21,8	*	5,7	6,1	*
Rohilkund and Kumaon	11,8	16,7	77,4	16,4	22,1	91,5	7,9	8,3	25,4
South Indian	125,8	134,3	*	6,8	9,1	*	5,5	6,7	*
Total	504,9	817,6		258,0	418,3		81,4	125,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	18,9	24,7	*	15,8	18,6	*	1,1	1,1	*
Bombay, Baroda and Central India	2,6	4,2	*	6	2,7	*	5	2,1	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2,1	3,7	*	2	3,4	*	4	3,9	*
North Western	19,0	25,0	*	12,3	24,4	*	3,9	4,2	*
South Indian	2,2	3,5	*	*Nil*	*Nil*	*Nil*	1,7	1,7	*
Total	44,8	61,1		28,9	49,1		7,6	13,9	
Total, 1935-36	1,659,1	2,688,9	2,25,30,0	1,715,6	2,384,6	2,11,71,1	311,9	460,0	36,81,7
Total, 1934-35	1,724,1	2,881,5	2,49,82,6	1,655,7	2,238,8	2,09,78,2	299,5	438,5	38,44,1
Increase		..	..	59,9	145,8	1,92,9	12,4	21,5	..
Decrease	65,0	192,6	24,52,6	..	..	..	..	..	1,62,4

* Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

Railways and the earnings therefrom for the year 1935-36 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
2,9	5,1	58,1	82,4	86,7	2,50,2	92,7	129,3	14,92,2	Bengal Nagpur.
15,4	37,1	7,20,9	312,3	330,2	18,84,1	196,5	216,3	42,99,7	Bombay, Baroda and Central India.
20,2	26,9	2,79,2	2,1	47,9	96,8	71,8	76,5	8,03,3	Eastern Bengal.
112,7	136,6	9,41,8	586,1	688,0	15,57,8	169,5	259,7	19,91,3	East Indian.
11,6	21,5	2,01,8	226,4	345,3	13,72,5	105,2	230,4	27,45,5	Great Indian Peninsula.
22,2	27,5	3,77,0	34,8	42,1	4,43,8	48,8	57,1	9,57,5	Madras and Southern Mahratta.
2,9	4,9	63,1	91,7	92,1	3,50,9	2,4	40,9	5,08,9	Nizam's State.
79,0	92,6	5,99,2	646,2	669,6	15,27,7	165,4	190,8	17,57,5	North Western.
3,3	5,6	97,5	12,5	13,9	3,89,8	12,7	48,6	10,45,7	South Indian.
270,2	357,8		1,994,5	2,315,8		865,0	1,249,6		Total.
									3′ 3⅜″ Gauge.
9	1,1	3,9	115,9	116,1	3,31,0	25,4	27,4	1,95,4	Assam Bengal.
151,7	173,9	10,44,2	12,9	21,7	80,7	5,7	145,8	9,78,3	Bengal and North Western.
32,6	49,9	*	141,6	238,8	*	221,6	299,8	*	Bombay, Baroda and Central India.
8,4	8,4	93,4	305,0	305,0	5,62,3	35,0	35,0	4,90,5	Burma.
19,6	35,6	*	5,1	9,5	*	2,4	59,0	*	Eastern Bengal.
3,2	15,4	89,2	126,2	130,0	3,83,5	47,0	47,7	2,11,0	Jodhpur.
14,8	23,6	*	42,3	49,8	*	11,9	68,8	*	Madras and Southern Mahratta.
1,3	2,9	*	2	10,1	*	1	21,0	*	Nizam's State.
16,2	16,5	66,5	22,6	24,1	37,8	3	26,3	1,61,2	Rohilkund and Kumaon.
7,1	8,1	*	152,4	154,5	*	115,4	118,4	*	South Indian.
255,8	335,4		924,2	1,059,6		464,8	849,2		Total.
									2′ 6″ and 2′ 0″ Gauges.
3,2	3,4	*	3,0	4,7	*	1,1	22,3	*	Bengal Nagpur.
8	1,9	*	6	5,3	*	..	2,8	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	2	*	3,6	4,4	*	1	3,5	*	Great Indian Peninsula.
2,3	4,7	*	2	2,8	*	9	3,0	*	North Western.
7	8	*	*Nil*	1	*	*Nil*	3,5	*	South Indian.
7,0	11,0		7,4	17,3		2,1	35,1		Total.
533,0	704,2	46,35,8	2,926,1	3,392,7	92,68,9	1,331,9	2,133,9	1,76,38,0	Total, 1935-36.
486,9	682,4	47,87,5	2,639,9	3,053,8	82,41,7	1,303,4	2,099,9	1,76,31,1	Total, 1934-35.
46,1	21,8	..	286,2	338,9	10,27,2	28,5	34,0	6,9	Increase. –
..	..	1,51,7	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy Mer								
	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	5,9	38,5	4,55,6	80,4	88,7	4,89,1	3,122,8	3,316,5	1,00,03,9
Bombay, Baroda and Central India	12,0	38,3	18,01,6	79,3	185,4	12,44,4	..	29,7	1,79,9
Eastern Bengal	12,7	18,9	2,87,3	27,5	42,7	2,99,0	..	..	..
East Indian	160,7	280,0	23,87,2	171,9	247,8	11,67,8	2	5,9	33,1
Great Indian Peninsula	66,5	161,4	26,24,0	126,2	168,6	9,10,5	6,0	42,4	2,89,3
Madras and Southern Mahratta	12,1	37,2	5,57,5	17,6	52,0	7,38,2	..	7,3	7,25,9
Nizam's State	1,0	6,9	1,76,2	28,2	30,9	3,18,9	*Nil*	*Nil*	*Nil*
North Western	100,6	229,6	33,45,9	201,6	264,5	11,01,9	*Nil*	18,6	2,69,0
South Indian	7,3	14,4	3,28,5	68,3	69,6	7,34,1	7,1	7,1	21,2
Total	378,8	825,2		801,0	1,150,2		3,136,1	3,427,5	
3′ 3⅜″ GAUGE.									
Assam Bengal	3,0	10,0	58,7	11,4	12,8	58,6	..	..	..
Bengal and North-Western	324,9	326,2	28,48,4	71,7	78,0	4,25,8	†	†	†
Bombay, Baroda and Central India	16,0	126,9	*	5,3	125,0	*	4	6	*
Burma	16,6	16,6	2,53,8	189,6	189,6	8,83,4	124,6	124,6	14,67,7
Eastern Bengal	4,7	28,4	*	24,7	33,3	*	..	..	..
Jodhpur	4	18,2	1,46,1	1,1	7,9	43,1	..	..	..
Madras and Southern Mahratta	10,2	28,0	*	36,1	58,4	*	166,0	166,2	*
Nizam's State	5	9,2	*	2,6	8,9	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	91,3	92,3	5,59,3	97,7	97,9	3,73,7	..	..	..
South Indian	23,2	24,5	*	26,6	35,8	*	8	8	*
Total	490,8	680,3		466,8	647,6		291,8	292,2	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	4	5,7	*	29,6	30,4	*	186,6	186,7	*
Bombay, Baroda and Central India	5	2,2	*	51,6	54,6	*	29,6	29,6	*
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2	3,2	*	1,6	3,3	*	..	..	..
North Western	9	7,9	*	1,7	3,5	*	18,3	18,3	*
South Indian	*Nil*	1	*	3	5	*	*Nil*	*Nil*	*Nil*
Total	2,0	19,1		84,8	92,3		234,5	234,6	
Total, 1935-36	871,6	1,524,6	1,58,30,1	1,352,6	1,890,1	87,88,5	3,662,4	3,954,3	1,29,90,0
Total, 1934-35	796,0	1,414,3	1,56,82,1	1,345,8	1,874,8	87,92,9	2,986,6	3,135,8	95,13,6
Increase	75,6	110,3	1,48,0	6,8	15,3	..	675,8	818,5	34,76,4
Decrease	..	..	..	..	..	4,4	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

† Not recorded

Railways and the earnings therefrom for the year 1935-36 (In hundreds) —contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
67,0	86,0	9,70,6	1,4	8,0	2,16,1	4,0	5,5	1,61,3	Bengal Nagpur.
73,8	151,4	25,87,2	116,9	251,2	79,24,0	11,5	11,5	4,43,8	Bombay, Baroda and Central India.
10,6	27,1	3,69,2	5	2,2	22,2	12,5	47,9	8,96,9	Eastern Bengal.
209,6	397,8	40,78,1	17,8	49,7	12,61,5	1	14,9	6,22,3	East Indian.
279,2	501,9	61,58,4	159,1	257,0	85,24,5	29,7	29,9	9,58,9	Great Indian Peninsula.
113,0	222,9	49,73,8	20,6	32,9	11,22,0	24,3	24,3	8,23,0	Madras and Southern Mahratta.
69,7	98,0	12,91,2	1,2	8,9	7,16,0	*Nil*	8,1	1,75,0	Nizam's State.
388,8	427,2	39,41,1	356,3	395,8	1,46,48,5	39,4	39,6	24,32,9	North Western.
19,8	49,0	15,19,6	17,3	19,5	4,02,5	3,4	5,5	3,53,3	South Indian.
1,231,5	1,961,3		691,1	1,025,2		124,9	187,2		Total.
									3′ 3⅜″ GAUGE.
10,2	11,8	74,2	5	5	3,4	49,2	49,6	7,19,1	Assam Bengal.
140,5	147,2	8,40,0	†	†	†	1,5	9,9	2,60,1	Bengal and North Western.
88,6	210,7	*	82,0	144,5	*	3	2,1	*	Bombay, Baroda and Central India.
29,9	29,9	2,83,0	5,7	5,7	1,09,3	2,0	2,0	50,8	Burma.
40,5	47,0	*	4	5	*	..	45,3	*	Eastern Bengal.
58,5	66,5	5,93,2	38,0	46,7	6,14,5	*Nil*	2,8	1,18,6	Jodhpur.
218,5	259,8	*	31,5	41,1	*	10,4	10,4	*	Madras and Southern Mahratta.
104,1	109,3	*	38,4	39,1	*	6	9	*	Nizam's State.
13,3	13,8	66,7	3	1,0	3,4	..	1,8	26,1	Rohilkund and Kumaon.
139,7	174,3	*	15,9	22,2	*	10,3	10,3	*	South Indian.
843,8	1,070,3		212,7	301,3		74,3	135,1		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
15,4	17,3	*	9	1,4	*	..	8	*	Bengal Nagpur.
15,4	17,2	*	19,6	20,4	*	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
10,4	10,7	*	26,3	26,5	*	..	..	..	Great Indian Peninsula.
3,7	4,5	*	*Nil*	*Nil*	*	1	3	*	North Western.
2,4	3,1	*	*Nil*	*Nil*	*Nil*	*Nil*	1	*Nil*	South Indian.
47,3	52,8		46,8	48,3		1	1,2		Total.
2,122,6	3,084,4	2,77,46,3	950,6	1,374,8	3,55,67,9	199,3	323,5	80,42,1	Total, 1935-36.
2,271,4	3,357,5	2,98,47,9	875,7	1,293,4	3,21,21,0	183,7	281,7	68,36,2	Total, 1934-35.
..	..	..	74,9	8 4	34,46,9	15,6	41,8	12,05,9	Increase.
148,8	273,1	21,01,6	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Total heavy merchandise. (Items 1 to 16).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 3″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	27,6	30,8	6,48,8	..	..	..	4,221,1	4,601,2	2,28,71,7
Bombay, Baroda and Central India	10,6	10,6	2,58,0	2	4	52,3	999,4	1,625,4	2,84,14,7
Eastern Bengal	92,9	93,3	6,23,3	2,6	4,8	29,7	442,0	652,4	63,43,0
East Indian	3	52,3	11,91,1	26,7	27,1	2,46,6	2,077,4	3,223,4	2,37,75,9
Great Indian Peninsula	35,1	35,3	8,36,7	2,3	2,3	16,8	1,799,3	2,897,2	3,63,82,7
Madras and Southern Mahratta	34,2	34,2	7,29,8	..	..	..	675,5	1,107,0	1,95,43,1
Nizam's State	*Nil*	4,0	74,2	*Nil*	1	15,5	303,0	573,3	64,62,0
North Western	24,3	24,4	9,42,7	4,9	5,0	28,8	3,651,6	4,221,2	4,79,03,7
South Indian	9,1	10,8	4,41,3	*Nil*	*Nil*	*Nil*	383,9	611,3	1,11,76,7
Total	234,1	295,7		36,7	39,7		14,553,2	19,512,4	
3′ 3⅜″ Gauge.									
Assam Bengal	36,6	37,7	4,30,5	..	..	..	346,4	388,6	26,48,6
Bengal and North Western	12,8	62,6	6,68,6	54,8	56,1	2,57,4	1,118,0	1,552,6	1,02,63,1
Bombay, Baroda and Central India	..	4,3	*	1,1	5,8	*	785,1	1,624,4	*
Burma	1,2	1,2	17,4	*Nil*	*Nil*	*Nil*	1,902,8	1,902,8	1,25,03,7
Eastern Bengal	..	31,8	*	1	1	*	317,5	592,2	*
Jodhpur	*Nil*	1,1	29,1	*Nil*	*Nil*	*Nil*	366,2	512,2	33,37,1
Madras and Southern Mahratta	20,0	20,6	*	..	..	..	776,5	1,160,6	*
Nizam's State	9	2,5	*	1,5	1,6	*	216,2	337,6	*
Rohilkund and Kumaon	..	3	6	..	..	..	296,4	341,0	15,91,9
South Indian	27,0	27,0	*	*Nil*	*Nil*	*Nil*	1,081,6	1,197,9	*
Total	98,5	189,1		57,5	63,6		7,206,7	9,609,9	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..		*	..	..	..	314,9	374,8	*
Bombay, Baroda and Central India	..	..	..	..	..	..	123,1	149,1	*
Eastern Bengal	..	..	..	..	..	..	..	1	*
Great Indian Peninsula	..	..	..	..	..	..	45,0	75,4	*
North Western	*Nil*	1	*	*Nil*	*Nil*	*Nil*	97,2	137,5	*
South Indian	*Nil*	3	*	*Nil*	*Nil*	*Nil*	7,9	18.7	*
Total	..	4,5		..	..		588,1	755,6	
Total, 1935-36	332,6	489,3	68,92,1	94,2	103,3	6,47,1	22,348,0	29,877,9	23,32,17,9
Total, 1934-35	319,9	454,6	62,27,4	61,4	71,4	4,67,2	21,746,1	29,357,0	23,18,16,3
Increase	12,7	34,7	6,64,7	32,8	31,9	1,79,9	601,9	520,9	14,01,6
Decrease	..	..	..	..	..	..	..	..	..

*Shown under

‡ In these totals consignments passing over two or more

†Not recorded

Railways and the earnings therefrom for the year 1935-36. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
3	6	10,2	17,8	84,5	17,29,6	56,9	69,2	3,30,7	Bengal Nagpur.
4,1	5,1	1,55,1	104,1	114,1	73,16,2	131,6	142,1	9,61,5	Bombay, Baroda and Central India.
6	2,2	26,7	26,0	27,8	6,76,4	27,7	35,8	1,67,9	Eastern Bengal.
6,7	7,5	89,6	80,8	108,4	23,09,8	134,9	164,1	6,64,8	East Indian.
3,7	5,1	54,8	133,4	195,9	48,59,9	136,2	160,4	9,96,4	Great Indian Peninsula.
2,1	3,3	1,94,6	27,0	63,5	16,71,7	17,1	41,0	4,59,9	Madras and Southern Mahratta.
1,7	2,1	47,8	2,7	16,8	4,25,5	11,5	15,1	1,19,2	Nizam's State.
93,9	95,2	8,13,5	69,3	118,5	33,38,6	105,3	152,8	7,33,1	North Western.
8,7	12,3	2,39,9	26,8	34,6	10,42,6	11,9	13,6	2,09,1	South Indian.
121,8	133,4		487,9	764,1		633,1	794,1		Total.
									3′ 3⅜″ GAUGE.
6,3	6,3	96,2	2,3	9,6	1,04,6	10,6	11,3	37,4	Assam Bengal.
†	†	†	27,4	58,8	10,07,6	30,9	31,6	1,42,9	Bengal and North Western.
9,5	11,4	*	76,2	121,0	*	14,7	23,9	*	Bombay, Baroda and Central India.
12,6	12,6	77,2	17,0	17,0	4,27,9	98,5	98,5	5,26,7	Burma.
7	1,0	*	1,3	18,3	*	13,9	19,8	*	Eastern Bengal.
34,6	35,4	2,12,2	1,3	12,6	1,81,5	4,4	11,4	58,9	Jodhpur.
11,6	13,5	*	18,0	37,2	*	48,1	65,3	*	Madras and Southern Mahratta.
1,1	1,1	*	3,4	8,3	*	6,5	6,8	*	Nizam's State.
2	7	5,0	2,6	11,7	97,1	3,8	4,0	16,5	Rohilkund and Kumaon.
13,6	14,1	*	38,1	45,2	*	20,7	23,1	*	South Indian.
90,2	96,1		187,6	339,7		252,1	295,7		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
1	1	*	2,3	6,9	*	3,8	4,8	*	Bengal Nagpur.
5	6	*	1	9	*	8	1,0	*	Bombay, Baroda and Central India.
..	..	..	..	1	*	..	..	..	Eastern Bengal.
1	1	*	8	2,5	*	1,5	3,9	*	Great Indian Peninsula.
Nil	1	*	1	3,6	*	2,6	5,5	*	North Western.
Nil	*Nil*	*Nil*	*Nil*	2	*	6	6	*	South Indian.
7	9		3,3	14,2		9,3	15,8		Total.
212,7	230,4	20,22,8	678,8	1,118,0	2,51,89,0	894,5	1,105,6	54,25,0	Total, 1935-36.
208,3	231,4	21,13,6	670,1	1,092,4	2,45,07,1	947,3	1,181,7	55,64,4	Total, 1934-35.
4,4	..	..	8,7	25,6	6,81,9	..	..	..	Increase.
..	1,0	90,8	..	..	..	52,8	76,1	1,39,4	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	18,4	43,9	6,53,5	3,7	23,9	3,28,5	7,6	20,4	1,90,3
Bombay, Baroda and Central India	29,6	48,4	11,04,7	5,7	55,8	26,07,6	..	..	..
Eastern Bengal	95,5	117,3	7,63,3	12,4	17,7	3,50,0	287,2	612,9	83,82,4
East Indian	941,3	999,6	22,62,2	184,0	207,5	15,19,2	20,0	43,8	2,95,4
Great Indian Peninsula	86,7	123,4	13,00,1	25,5	123,0	14,49,1	..	..	..
Madras and Southern Mahratta	65,0	101,7	12,63,5	30,1	43,8	9,38,4	..	..	..
Nizam's State	1,7	11,7	2,16,8	7	4,4	1,32,3	*Nil*	1	1,1
North Western	239,3	392,0	22,74,6	179,8	256,0	26,55,5	1	3	3,9
South Indian	54,3	62,0	10,73,8	10,7	13,0	3,38,0	..	..	4
Total	1,531,8	1,900,0		452,6	745,1		314,9	6,77,5	
3′ 3⅜″ GAUGE.									
Assam Bengal	22,3	28,0	1,74,1	5,4	13,3	68,2	156,8	160,2	6,79,4
Bengal and North Western	1,722,5	1,769,5	19,67,6	84,8	93,1	5,97,3	†	†	†
Bombay, Baroda and Central India	85,0	109,3	*	3,6	178,8	*	..	..	..
Burma	231,1	231,1	13,60,6	26,5	26,5	3,17,3	*Nil*	*Nil*	*Nil*
Eastern Bengal	71,7	108,9	*	5,1	39,0	*	378,7	400,8	*
Jodhpur	2,3	9,6	55,1	5	18,7	1,73,6	..	..	2
Madras and Southern Mahratta	37,2	43,9	*	65,0	72,8	*	..	..	..
Nizam's State	3,6	6,4	*	8,6	11,5	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	452,3	501,5	4,40,2	102,3	102,3	6,35,0	††	††	††
South Indian	110,5	132,5	*	23,0	26,9	*	*Nil*	*Nil*	*Nil*
Total	2,738,5	2,940,7		324,8	582,9		535,5	561,0	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	8	2,3	*	5	3,6	*	..	..	..
Bombay, Baroda and Central India	1,4	2,6	*	2	2,6	*	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	2	3	*	9,5	12,5	*	..	..	..
North Western	15,7	17,3	*	1,2	4,7	*	*Nil*	*Nil*	*Nil*
South Indian	7	1,0	*	2	2	*	*Nil*	*Nil*	*Nil*
Total	18,8	23,5		11,6	23,6		..	..	
Total, 1935-36	4,289,1	4,864,2	1,49,10,1	789,0	1,351,6	1,21,10,0	850,4	1,238,5	95,53,1
Total, 1934-35	3,746,6	4,288,6	1,36,08,2	772,7	1,304,3	1,16,16,8	995,3	1,483,2	1,24,44,9
Increase	542,5	575,6	13,01,9	16,3	47,3	4,93,2	..	..	..
Decrease	..	..	..	..	..	..	144,9	244,7	28,91,8

* Shown under
† Not recorded
‡ In these totals consignments passing over two or more
†† Not compiled.

Railways and the earnings therefrom for the year 1935-36. (In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
640,4	666,9	37,24,5	6,2	18,1	3,29,5	Bengal-Nagpur.
61,7	92,9	26,61,3	40,5	40,6	8,63,8	Bombay, Baroda and Central India.
37,1	111,7	8,77,1	63,7	65,1	7,00,0	Eastern Bengal.
220,1	461,3	60,83,8	8,5	53,4	9,52,8	East Indian.
120,4	271,6	35,50,2	54,2	54,8	12,19,9	Great Indian Peninsula.
49,7	119,5	17,51,0	33,2	33,3	6,57,6	Madras and Southern Mahratta.
3,6	25,5	3,86,9	4	5,0	1,14,9	Nizam's State.
134,1	208,1	44,40,1	40,6	40,7	10,41,6	North Western.
9,7	28,7	7,27,4	21,3	23,2	4,27,6	South Indian.
1,276,8	1,986,2		268,6	334,2		Total.
						3′ 3⅜″ Gauge.
19,3	29,1	3,32,1	80,3	83,8	10,94,1	Assam Bengal.
25,5	58,7	5,54,3	1,8	11,7	1,03,5	Bengal and North Western.
16,0	84,4	*	1,5	16,5	*	Bombay, Baroda and Central India.
26,5	26,5	3,38,5	25,1	25,1	3,26,9	Burma.
4,8	34,0	*	5,5	43,2	*	Eastern Bengal.
2,2	18,3	2,34,5	2	7,3	1,61,1	Jodhpur.
18,5	61,3	*	20,0	27,5	*	Madras and Southern Mahratta.
3,2	14,5	*	7	5,0	*	Nizam's State.
3,3	11,1	66,7	2,6	5,9	32,1	Rohilkund and Kumaon.
30,2	44,5	*	17,3	20,8	*	South Indian.
149,5	382,4		155,0	246,8		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,8	7,0	*	9	3,8	*	Bengal-Nagpur.
1,1	3,5	*	2	2,7	*	Bombay, Baroda and Central India.
..	1	*	..	..	..	Eastern Bengal.
9	3,8	*	2,6	4,9	*	Great Indian Peninsula.
6	4,3	*	1	2,2	*	North Western.
3	6	*	1	1,1	*	South Indian.
4,7	19,3		3,9	14,7		Total.
1,431,0	2,387,9	2,57,28,4	427,5	595,7	80,25,4	Total, 1935-36
1,341,0	2,266,3	2,34,18,8	496,6	687,3	90,20,2	Total, 1934-35.
90,0	121,6	23,09,6	..	..	..	Increase.
..	..	..	69,1	91,6	9,94,8	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* ***Class I***

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,6	2,7	41,4	12,6	35,4	7,53,4
Bombay, Baroda and Central India	3,9	3,9	1,29,3	42,5	46,9	12,38,0
Eastern Bengal	1,2	1,4	31,9	12,6	25,4	6,83,7
East Indian	3,7	4,6	47,4	23,4	47,6	8,88,3
Great Indian Peninsula	4,7	5,4	1,25,7	9,3	42,7	9,35,8
Madras and Southern Mahratta	4,1	4,3	1,07,5	36,4	54,2	12,01,4
Nizam's State	5	8	25,6	1,6	7,5	2,18,6
North Western	5,1	5,2	2,12,8	27,2	38,1	7,85,6
South Indian	4,5	5,6	2,04,1	15,1	17,9	4,08,5
Total	30,3	33,9		180,7	315,7	
3′3½″ Gauge.						
Assam Bengal	2,9	2,9	39,2	2,0	9,0	1,26,7
Bengal and North Western	7	7	8,1	32,9	36,1	5,26,7
Bombay, Baroda and Central India	3,9	4,9	*	8,9	27,3	*
Burma	5,3	5,3	1,24,2	14,3	14,3	1,90,2
Eastern Bengal	7	1,2	*	20,3	33,8	*
Jodhpur	4	1,1	36,3	6	4,9	85,7
Madras and Southern Mahratta	3,1	3,6	*	21,6	27,3	*
Nizam's State	2	6	*	2,4	4,0	*
Rohilkund and Kumaon	5	5	3,1	2,6	4,0	37,1
South Indian	4,7	5,0	*	9,6	14,0	*
Total	22,4	25,8		115,2	174,7	
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	5	7	*	1,6	5,4	*
Bombay, Baroda and Central India	..	2	*	3	6	*
Eastern Bengal	..	..	..	..	3	*
Great Indian Peninsula	1	2	*	..	7	*
North Western	6	1,4	*	4	1,5	*
South Indian	*Nil*	1	*	*Nil*	7	*
Total	1,2	2,6		2,3	9,2	
Total, 1935-36	53,9	92,3	11,36,6	298.2	499,6	80 79 7
Total, 1934-35	60,5	91,5	20,31,5	302,4	512,7	81,75,6
Increase	..	..	..	..	..	..
Decrease	6,6	29,2	8,94,9	4,2	13,1	95,9

* Shown under

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (*In hundreds*)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Raliway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
76,1	134.6	22,01,6	25,1	26,2	89,1	867,7	1,126,4	1,03,82,3	Bengal-Nagpur.
79,6	120,9	31,20 5	35,8	44,5	2,32,2	539,1	715,2	2,03,90,2	Bombay, Baroda and Central India.
38,2	93,3	23,53.6	6,1	8,5	58,4	608,3	1,119,1	1,50,71,4	Eastern Bengal.
88,5	152,0	34,69.9	29,0	31,4	2,03,2	1,740,9	2,281,2	1,87,86,4	East Indian.
123,2	213,7	40,18.4	12,3	30,6	1,19,4	709,6	1,226,6	1,86,29,7	Great Indian Peninsula.
67,2	138,6	28,79.2	15,8	18,2	74,1	347,7	621,4	1,11,98,9	Madras and Southern Mahratta.
13,2	34,0	6,24,0	12,8	16,3	1,43,2	50,4	139,3	24,55,9	Nizam's State.
94,5	122,9	31,43,6	3,3	3,9	15,5	992,5	1,433,7	1,94,58,4	North Western.
90,7	125,5	27,67,2	12,6	23,5	2,61,8	266,3	359,9	77,00,4	South Indian.
671,2	1,135,5		152,8	203,1		6,122,5	9,022,8		Total.
									3′ 3⅜″ Gauge.
88,4	106,1	18,82,2	7,4	11,9	1,24,5	404,0	471,5	47,58,7	Assam Bengal.
63,0	81,2	9,63,6	6,7	8,9	50,2	1,996,2	2,150,3	59,21,8	Bengal and North Western.
34,6	88,9	*	5 6	8,8	*	259,5	675,2	*	Bombay, Baroda and Central India.
85,2	85,2	19,45,8	2,9	2,9	10,3	545,0	545,0	65,45,6	Burma.
35,1	98,3	*	2	7,1	*	538,0	805,4	*	Eastern Bengal.
4,3	16,6	1,93,3	2	2	4	51,0	136,1	13,92,8	Jodhpur.
70,9	113,6	*	2,4	4,4	*	316,4	470,4	*	Madras and Southern Mahratta.
10,6	20,5	*	8,9	9,0	*	49,2	87,7	*	Nizam's State.
5,5	9,6	71,8	6	8	3,3	576,3	652,1	14,07,9	Rohilkund and Kumaon.
92,1	128.5	*	24,8	43,1	*	384,6	497,7	*	South Indian.
489,7	748,5		59,7	97,1		5,120,2	6,491,4		Total.
									2′ 6″ and 2′ 0″ Gauges.
7,3	16,5	*	6	8	*	20,2	51,9	*	Bengal-Nagpur.
4,1	6,6	*	5,4	5,4	*	14,1	26,7	*	Bombay, Baroda and Central India.
2,4	2,5	*	..	..	*	2,4	3,0	*	Eastern Bengal.
4	4,2	*	..	5,5	*	16,1	38,6	*	Great Indian Peninsula.
3,9	6,5	*	1	2	*	25,3	47,3	*	North Western.
6,4	7,4	*	8	8	*	9,1	12,7	*	South Indian.
24,5	43,7		6,9	12,7		87.2	180,2		Total.
1,185,4	1,927.7	2,96,34,7	219.4	312,9	13,85,6	11,329,9	15,694,4	14,32,064	Total, 1935-36.
1,195,0	1,937,6	3,03,77.8	187,0	286.6	12,52.8	10.922,8	15,363,6	14,41 31.7	Total, 1934-35.
..	..	..	32 4	26.3	1,32.8	407,1	330,8	..	Increase.
9,6	9,9	7,43.1	..	..	..	..	..	9,31,3	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* **Class I**

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur . . .	1,428,7	1,657,1	99,25,4	6,517,5	7,384,7	4,31,79,4	9	2,8	38,6
Bombay, Baroda and Central India.	743,9	972,0	1,37,19,6	2,282,4	3,312,6	6,25,24,5	1,2	1,6	72,9
Eastern Bengal . . .	256,3	428,6	28,77,1	1,306,6	2,200,1	2,42,91,5	6,7	8,0	33,9
East Indian	1,990,4	2,566,8	2,02,18,3	5,808,7	8,071,4	6,27,80,6	36,3	60,3	4,67,6
Great Indian Peninsula . .	1,720,0	2,005,0	1,70,61,7	4,228,9	6,128,8	7,20,74,1	36,4	58,2	7,11,6
Madras and Southern Mahratta	309,5	574,0	78,93,8	1,332,7	2,302,4	3,86,35,8	1,7	5,4	69,1
Nizam's State . . .	49,7	123,6	17,63,5	403,1	836,2	1,06,81,4	1,3	11,5	70,9
North Western . . .	1,193,1	1,446,7	2,07,88,8	5,837,2	7,101,6	8,81,50,9	158,5	194,0	11,76,1
South Indian	240,7	291,0	54,76,5	890,9	1,262,2	2,43,53,6	5	1,9	30,7
Total .	7,932,3	10,064,8		28,608,0	38,600,0		243,5	343,7	
3′ 3⅜″ Gauge.									
Assam Bengal	70,2	109,7	10,60,3	820,6	969,8	84,67,6	4	2,1	6,3
Bengal and North Western .	250,3	454,2	30,15,7	3,364,5	4,157,1	1,92,00,6	4,7	4,7	23,0
Bombay, Baroda and Central India.	159,2	453,2	*	1,203,8	2,752,8	*	1,8	5,9	*
Burma	386,2	386,2	43,26,7	2,834,0	2,834,0	2,24,76,0	11,2	11,2	46,3
Eastern Bengal . .	56,7	139,6	*	912,2	1,537,2	*	2	2,5	*
Jodhpur	65,3	115,2	9,17,9	482,5	763,5	56,47,8	Nil	4	6,8
Madras and Southern Mahratta	222,7	341,5	*	1,315,6	1,972,5	*	2,4	4,6	*
Nizam's State . . .	31,7	53,4	*	297,1	478,7	*	2,0	3,3	
Rohilkund and Kumaon . .	59,0	97,8	4,84,1	931,7	1,090,9	34,83,9	4,0	4,9	20,8
South Indian	184,0	252,9	*	1,650,2	1,948,5	*	2	1,6	*
Total .	1,485,3	2,403,7		13,812,2	18,505,0		26,9	41,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur . . .	69,1	86,6	*	404,2	513,3	*	..	1	*
Bombay, Baroda and Central India.	15,8	23,8	*	153,0	199,6	*	..	..	..
Eastern Bengal . . .	1	2	*	2,5	3,3	*	..	..	..
Great Indian Peninsula . .	2,2	9,2	*	63,3	123,2	*	..	.	..
North Western . . .	43,9	85,4	*	166,4	270,2	*	4,9	18,0	*
South Indian	2,4	4,3	*	19,4	35,7	*	*Nil*	*Nil*	*Nil*
Total .	133,5	209,5		808,8	1,145,3		4,9	18,1	
Total, 1935-36	9,551,1	12,678,0	10,95,29,4	43,229,0	58,250,3	48,59,47,7	275,3	403,0	27,74,6
Total, 1934-35 .	8,910,1	12,058,2	10,40,86,9	41,579,0	56,778,8	48,00,34,9	314,5	444,6	27,04,1
Increase .	641,0	619,8	54,42,5	1,650,0	1,471,5	59,12,8	..	..	70,5
Decrease .	..	..	..	..	..	..	39,2	41,6	..

* Shown under

† Includes 2,8 tons and Rs. 10,8 earnings for oil fuel

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1935-36. (*In hundreds*)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railway
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
4,2	4,8	56,3	209,0	229,0	11,25,7	874.9	877,8	21,81,8	Bengal-Nagpur.
29,9	44,9	20,57,1	77,0	81,1	2,09,7	15,5	242,1	10,05,2	Bombay, Baroda and Central India.
2,3	2,4	80,3	205,8	213,6	4,49,1	3,1	271,6	7,50,2	Eastern Bengal.
21,6	35,9	14,30,3	1,435,0	1,456,2	19,09,7	†1,499,4	†1,499,4	†49,72,7	East Indian.
17,8	19,3	3,85,4	261,8	281,4	3,35,6	553,4	809,6	28,04,6	Great Indian Peninsula.
7,0	7,4	2,05,0	47,9	102,4	3,45,8	6	352,5	16,84,6	Madras and Southern Mahratta.
1	2	16,3	55,1	65,1	90,0	186,1	186,1	2,99,7	Nizam's State.
26,9	27,1	4,12,4	1,929,3	1,930,0	10,01,0	34,3	1,040,8	40,28,6	North Western.
1,3	2,1	79,8	185,5	186,4	90,1	2,2	135,6	7,30,9	South Indian.
111,1	144,1		4,406,4	4,545,2		3,169,5	5,415,5		Total.
									3′ 3⅜″ Gauge.
1,3	1,4	32,6	165,1	169,1	1,30,9	10,2	90,6	1,55,5	Assam Bengal.
5,3	7,8	1,04,1	25,8	38,0	1,37,5	44,2	265,7	5,64,0	Bengal and North Western.
22,2	28,3	*	25,5	40,6	*	10,7	218,3	*	Bombay, Baroda and Central India.
8,4	8,4	3,01,3	42,6	42,6	27,6	208,6	208,6	5,61,7	Burma.
5	2,7	*	59,3	74,4	*	6,3	115,0	*	Eastern Bengal.
1,0	1,1	18,1	316,1	331,0	1,81,4	4,2	60,4	1,52,8	Jodhpur.
4,1	4,5	*	18,6	33,4	*	118,6	123,3	*	Madras and Southern Mahratta.
5	5	*	9,7	10,9	*	2	32,7	*	Nizam's State.
3	5	5,0	60,8	62,3	83,5	45,2	45,2	15,0	Rohilkund and Kumaon.
1,7	1,8	*	220,0	223,5	*	14,5	162,5	*	South Indian.
45,3	57,0		943,5	1,025,8		462,7	1,322,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	..	25,1	25,2	*	44,8	47,2	*	Bengal-Nagpur.
..	..	..	6,9	7,4	*	5	1,0	*	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
3	4	*	17,3	18,0	*	16,2	16,2	*	North Western.
Nil	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	1	1	*	South Indian.
3	4		49,3	50,6		61,6	64,5		Total.
156,7	201,5	51,84,0	5,399,2	5,621,6	61,17,6	3,693,8	6,802,3	1,99,07,3	Total, 1935-36.
157,0	198,7	50,08,8	5,067,2	5,259,6	53,40,2	3,834,6	6,895,5	2,07,70,2	Total, 1934-35.
..	2,8	1,75,2	332,0	362,0	7,77,4	..	..	..	Increase.
3	..	..	..	..	..	140,8	93,2	8,62,9	Decrease.

5′ 6″ gauge.
for Home Line Revenue Account.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of* ***Principal*** *Commodities carried by* ***Class I Railways*** *and the earnings therefrom for the year 1935-36. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	813,4	826,1	4,47,2	1,688,3	1,703,9	26,29,0	14,862,3	16,432,0	6,49,12,5
Bombay, Baroda and Central India.	304,2	309,8	4,23,2	319,7	551,9	14,28,4	2,829,4	4,945,5	7,11,31,7
Eastern Bengal	594,8	640,3	8,62,2	597,9	911,9	16,12,4	2,151,9	4,664,5	2,95,68,4
East Indian	1,410,3	1,499,1	13,29,9	2,909,7	2,998,5	63,02,6	20,432,3	24,134,5	12,53,66,7
Great Indian Peninsula	873,2	873,2	5,28,6	1,426,6	1,682,8	33,33,2	7,000,6	10,250,3	8,50,23,0
Madras and Southern Mahratta	243,7	245,4	3,07,4	244,3	597,9	19,92,0	1,781,4	3,643,4	4,47,37,7
Nizam's State	58,1	58,5	82,3	244,2	244,6	3,82,0	1,330,9	1,817,5	1,36,59,6
North Western	1,831,4	1,884,8	11,61,6	1,865,7	2,925,6	51,90,2	10,308,8	13,714,7	10,10,92,6
South Indian	447,4	452,4	3,39,0	449,6	588,0	10,69,9	1,582,0	2,105,2	2,61,68,7
Total	6,576,5	6,789,6		9,746,0	12,205,1		62,279,6	81,707,6	
3′ 3¾″ GAUGE.									
Assam Bengal	227,8	235,9	2,42,3	238,0	326,5	3,97,8	1,258,3	1,593,1	94,52,5
Bengal and North Western	283,8	303,0	3,36,5	328,0	568,7	9,00,5	3,836,1	5,220,0	2,15,92,6
Bombay, Baroda and Central India.	175,3	190,2	*	186,0	408,5	*	1,510,2	3,693,1	*
Burma	750,8	750,8	4,89,0	959,4	959,4	10,50,7	3,983,3	3,983,3	2,49,29,0
Eastern Bengal	183,8	200,6	*	190,1	315,6	*	1,167,7	2,292.2	*
Jodhpur	150,9	154,2	69,2	155,1	214,6	2,22,0	969,8	1,358,0	62,42,4
Madras and Southern Mahratta	128,4	135,0	*	247,0	258,3	*	1,683,5	2,414,9	*
Nizam's State	110,1	111,0	*	110,3	143,7	*	432,1	681,1	*
Rohilkund and Kumaon	67,4	67,4	38,0	112,6	112,6	53,0	1,315,1	1,502,1	40,57,1
South Indian	1,037,7	1,052,4	*	1,052,2	1,214,9	*	3,046,6	3,515,8	*
Total	3,116,0	3,200,5		3,578,7	4,522,8		19,202,7	26,253,6	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	106,7	108,9	*	151,5	156,1	*	642,7	784,9	*
Bombay, Baroda and Central India.	19,8	20,4	*	20,3	21,4	*	208,4	263,6	*
Eastern Bengal	1	1	*	1	1	*	2,6	3,4	*
Great Indian Peninsula	13,3	13,3	*	13,3	13,3	*	77,3	149,8	*
North Western	21,6	28,1	*	37,8	44,3	*	298,4	445,7	*
South Indian	2,2	2,7	*	2,3	2,8	*	27,2	44,0	*
Total	163,7	173,5		225,3	238,0		1,256,6	1,691,4	
Total, 1935-36	9,855,2	10,163,6	66,56,4	13,550,0	16,965,9	2,65,63,7	82,738,9	109,652,6	62,79,34,5
Total, 1934-35	9,552,3	9,794,9	66,90,9	13,386,9	16,690,4	2,74,61,1	80,651,4	107,345,4	62,39,95,8
Increase	303,9	368,7	..	163,1	275,5	..	2,087,5	2,307,2	39,38,7
Decrease	..	..	34,5	..	..	8,97,4	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1935-36.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.	*A I (1).—Administrative and Executive officers.			*A. I (2).—Subordinate supervising staff.			*A. I (3).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	8,44,850	316·2	1·49	6,01,959	225·3	1·06	6,21,170	232·5	1·09
Bombay, Baroda and Central India	3,47,770	207·5	0·93	3,48,336	207·8	0·93	3,97,055	236·9	1·06
Eastern Bengal	3,13,806	229·4	1·01	2,45,584	179·6	0·79	2,91,684	213·3	0·94
East Indian	9,68,494	149·9	0·82	11,17,723	173·0	0·95	9,56,941	148·1	0·81
Great Indian Peninsula	9,28,957	201·3	1·01	7,51,531	162·9	0·82	7,64,889	165·8	0·83
Madras and Southern Mahratta	3,02,535	199·0	1·17	2,05,180	135·0	0·79	2,42,329	159·4	0·93
Nizam's State	1,15,040	194·4	1·64	87,187	147·3	1·25	74,343	125·6	1·06
North Western	10,75,923	132·9	0·94	12,87,791	159·1	1·13	8,72,639	107·8	0·77
South Indian	1,48,872	191·4	1·47	1,07,626	138·4	1·06	1,02,775	132·1	1·01
3′ 3¾″ Gauge.									
Assam-Bengal	2,67,425	304·2	1·92	1,50,545	171·3	1·08	1,48,304	168·7	1·06
Bengal and North Western	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,02,043	187·8	1·08	2,99,595	186·3	1·07	3,14,946	195·9	1·12
Burma	4,00,378	219·2	1·41	3,98,278	218·1	1·41	3,26,274	178·7	1·15
Eastern Bengal	1,26,793	126·9	0·87	99,228	99·3	0·68	1,17,853	117·9	0·81
Jodhpur	82,358	115·8	1·29	41,566	58·5	0·65	46,416	65·3	0·72
Madras and Southern Mahratta	2,82,510	162·6	1·47	2,34,666	135·0	1·22	1,84,431	106·1	0·96
Nizam's State	1,07,274	238·4	2·10	66,527	147·8	1·30	57,902	128·7	1·13
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian	4,04,573	230·2	1·73	3,00,652	171·0	1·29	2,87,653	163·6	1·23
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	67,930	114·1	1·66	87,782	147·5	2·15	51,720	86·9	1·27
Bombay, Baroda and Central India	11,511	85·6	1·45	17,490	130·0	2·20	1,479	11·0	0·19
Eastern Bengal	1,275	48·1	1·07	999	37·7	0·84	1,185	44·7	0·99
Great Indian Peninsula	4,562	30·1	0·98	7,737	51·0	1·66	4,565	30·1	0·98
North Western	1,03,571	178·9	1·65	1,04,449	180·4	1·66	83,709	144·6	1·33
South Indian	21,517	351·4	5·69	8,594	140·4	2·27	14,154	231·2	3·75

* According to the revised form introduced from 1931-32.
‡ According to the form prior to 1931-32.

Class I Railways for the year 1935-36.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS.

A.I.—Administration—Total.			A.II-1(*a*)—Track—Ordinary repairs and maintenance.			†A. II-1 (*b*) and A.II (3).—Bridges, tunnels and conservancy of rivers. *A. II-1(*c*).—Bridges—ordinary repairs and maintenance.			*A. II-1 (*d*).—Service buildings, ordinary repairs and maintenance.			Railway.
Total amount.	† Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per 100 lineal feet of opening per track.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
22,28,301	*834·1	3·92	28,12,269	*1,052·7	4·94	*4,52,604	*246·4	0·80	3,73,724	7·46	0·66	B. N.
12,00,202	*716·0	3·20	16,88,740	*1,007·5	4·50	*1,13,289	*83·7	0·30	1,78,986	‡	0·48	B. B. & C. I
10,42,809	*762·5	3·37	14,35,009	*1,049·2	4·63	*93,740	*141·6	0·30	1,96,323	3·92	0·64	E. B.
35,70,378	*552·7	3·03	50,29,891	*778·7	4·26	*¶4,20,675	*97·4	0·36	10,09,370	6·61	0·86	E. I.
26,79,371	*580·6	2·92	39,96,179	*866·0	4·35	*1,54,672	*67·0	0·17	3,75,596	3·07	0·41	G. I. P.
9,32,075	*613·2	3·59	12,87,560	*847·1	4·96	*87,002	*76·4	0·34	1,32,143	1·32	0·51	M. & S. M.
3,06,115	*517·3	4·38	5,69,726	*962·7	8·14	*¶10,733	*34·0	0·16	(*b*) 21,863	‡	0·31	N. S.
37,42,604	*462·4	3·28	57,12,080	*705·8	5·01	*2,66,630	*69·0	0·23	6,09,289	3·61	0·54	N. W.
3,91,789	*503·6	3·86	4,27,653	*549·7	4·21	*¶52,821	*109·0	0·52	46,785	3·75	0·46	S. I.
												3′ 3⅜″ Gauge.
6,09,660	*693·6	4·37	11,96,400	*1,361·1	8·57	*1,16,556	*143·0	0·84	1,47,946	‡	1·06	A. B.
6,10,928	(*e*) †229·8	3·65	21,00,003	(*f*) †790·0	12·6	†2,46,581	(*i*) †92·8	1·47	1,95,303	‡	1·17	B. & N. W.
9,85,044	*612·6	3·52	14,27,447	*887·8	5·09	*55,465	*54·7	0·20	1,64,452	4·66	0·59	B. B. & C. I.
13,50,491	*739·5	4·77	20,70,302	*1,133·7	7·30	*1,37,439	*110·5	0·49	1,08,282	3·02	0·38	Burma.
4,10,567	*410·8	2·82	8,79,130	*879·6	6·03	*61,311	*93·2	0·42	75,118	5·99	0·51	E. B.
1,81,137	*254·8	2·83	(*a*) 4,72,635	*664·8	7·37	(*a*) *¶19,964	*98·4	0·31	(*a*) 17,206	2·03	0·27	Jodhpur.
8,81,292	*507·1	4·59	16,48,111	*948·4	8·59	*64,079	*51·1	0·33	73,051	1·24	0·38	M. & S. M
2,56,540	*570·0	5·02	5,07,568	*1,127·8	9·93	*¶10,348	*33·4	0·20	(*b*) 20,303	‡	0·40	N. S.
1,06,751	(*g*) †155·6	3·37	2,75,288	(*h*) †401·1	8·70	†54,535	(*j*)†79·5	1·70	‡	‡	‡	R. & K.
10,78,977	*613·8	4·62	10,99,883	*625·7	4·71	*¶92,662	*70·4	0·40	1,64,345	3·52	0·70	S. I.
												2′ 6″ & 2′ 0″ Gauges.
2,19,278	*368·4	5·37	4,91,766	*826·2	12·0	*27,960	*59·6	0·68	26,460	6·84	0·65	B. N.
31,726	*235·9	3·99	1,10,292	*820·2	13·9	*12,345	‡	1·55	1,465	‡	0·18	B. B. & C. I
4,130	*155·9	3·46	13,382	*505·0	11·2	*147	*32·1	0·12	466	2·06	0·39	E. B.
18,041	*118·9	3·88	87,092	*574·0	18·7	*2,131	*16·3	0·46	2,012	2·05	0·43	G. I. P.
3,45,765	*597·2	5·50	4,94,058	*853·3	7·87	*25,255	*43·6	0·40	40,010	6·26	0·64	N. W.
47,834	*781·2	12·7	38,734	*632·6	10·3	*¶1,144	*42·8	0·30	1,878	7·53	0·50	S. I.

‡ Information not available.
¶ Includes expenditure on tunnels.
(*a*) Includes the freight of stores pertaining to this head, booked in accounts under the head A-II-6 (*a*) "Carriage of Revenue Stores."
(*b*) Includes expenditure on a/c of "Electric wiring installation and equipment" in these buildings since transferred from "A-II (1) Structural works" to "A-II (3) Equipment."

	Per mile of line maintained. Rs.	Per train mile. As.
(*e*)	289·5	1·11
(*f*)	995·1	3·82
(*g*)	187·0	0·96
(*h*)	482·3	2·47
(*i*)	116·9	0·45
(*j*)	95·5	0·49

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.	*A. II 1 (*f*).—Residential buildings—ordinary repairs and maintenance.			*A II 1 (*b*), (*e*), (*g*), (*h*), and (*i*).—Other items—Ordinary repairs and maintenance.		*A. II 1—All items, total. ordinary repairs and maintenance—exclusive credits.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.
24	25	26	27	28	29	30	31	32
5′ 6″ Gauge.	Rs.	Rs.		Rs.		Rs.	Rs.	
Bengal Nagpur	8,22,016	8·79	1·44	¶1,29,225	¶0·23	¶45,89,838	¶1,718·0	¶8·07
Bombay, Baroda and Central India	1,67,968	‡	0·45	15,922	0·04	21,64,905	1,291·5	5·77
Eastern Bengal	2,82,201	5·38	0·91	2,31,690	0·75	22,38,963	1,637·0	7·23
East Indian	(c) 9,45,813	3·86	0·80	(a)(h) 3,15,168	0·27	¶77,20,917	¶1,195·3	¶6·54
Great Indian Peninsula	4,60,285	3·96	0·50	¶ 2,69,522	¶ 0·29	¶52,56,254	¶1,139·0	¶5·73
Madras and Southern Mahratta	1,18,184	1·18	0·45	83,162	0·32	17,08,051	1,123·7	6·58
Nizam's State	(i) 69,228	‡	0·99	(h) ¶ 22,726	¶ 0·32	(i) ¶6,94,276	¶1,173·2	¶9·92
North Western	8,30,201	2·97	0·73	9,26,506	0·81	83,44,706	1,031·1	7·32
South Indian	48,343	3·02	0·48	(h) ¶4,028	¶0·04	¶5,79,630	¶745·1	¶5·71
3′ 3⅜″ Gauge.								
Assam-Bengal	2,50,251	‡	1·79	78,342	0·56	17,89,495	2,035·8	12·8
Bengal and North Western	1,40,558	‡	0·84	1,91,583	1·15	§34,813	§ (*m*)	§ 0·21
Bombay, Baroda and Central India	2,04,736	3·12	0·73	1,34,462	0·48	19,86,562	1,235·5	7·09
Burma	1,86,586	3·81	0·66	45,634	0·16	25,48,243	1,395·5	8·99
Eastern Bengal	1,26,218	7·57	0·87	1,37,377	0·94	12,79,154	1,279·8	8·77
Jodhpur	(d) 34,871	2·58	0·54	(h) ¶11,955	¶0·19	(d) ¶5,56,631	¶782·9	¶8·68
Madras and Southern Mahratta	84,454	1·43	0·44	59,175	0·31	19,28,870	1,109·9	10·1
Nizam's State	(i) 59,499	‡	1·16	(h) ¶31,651	¶0·62	(i) ¶6,29,369	¶1,398·4	¶12·3
Rohilkund and Kumaon	‡	‡	‡	(b)70,828	2·24	§6,345	§(*n*)	§0·20
South Indian	1,58,387	3·15	0·68	(h) ¶34,453	¶ 0·14	¶15,49,730	¶881·6	¶6·63
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	33,367	5·29	0·82	¶7,889	¶ 0·19	¶5,87,442	¶887·0	¶14·37
Bombay, Baroda and Central India	1,237	‡	0·16	568	0·07	1,25,907	936·3	15·8
Eastern Bengal	434	1·62	0·36	1,009	0·85	15,438	582·6	12·9
Great Indian Peninsula	2,670	1·69	0·57	¶4,030	¶ 0·87	¶97,935	¶645·5	¶21·1
North Western	50,118	3·39	0·80	53,505	0·85	6,62,946	1,145·0	10·6
South Indian	1,309	3·31	0·35	(h) ¶829	¶0·22	¶43,894	¶716·9	¶11·6

(*a*) Represents expenditure on shore connections at Ferries and Miscellaneous.
(*b*) Represents other structural works —A.-II 1 (c) to (g) according to the form prior to 1931-32.
(*c*) Includes expenditure incurred on Electric Power stations and sub-stations.
(*d*) Includes the freight of stores pertainning to this head, booked in a/cs under the head "A-II-6 (*a*)—Carriage of Revenue Stores."
(*i*) Includes expenditure on a/c of "Electric wiring installation and equipment in buildings" since transferred from "A-II (1) structural works" to "A-II (3) Equipment.'

§ Represents equipment—A-II 2 according to the form prior to 1931-32.
¶ Previously the figures exhibited under this head pertained to entire head "A. II" instead of "A. II (1)" only.
(*h*) Excludes expenditure on 'Tunnels' included under 'Bridges' A-II-1 (C).

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS—*contd.*

*A.II 2—Special repairs and maintenance (excluding credits).		*A II 3 (*d*).—Signals and Interlocking—Ordinary repairs and maintenance. (Equipment).			A. II—Total repairs and maintenance (excluding credits).			Railway
Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	
33	34	35	36	37	38	39	40	41
Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6′ Guage.
11,31,986	1·99	8,61,152	102·0	1·51	62,71,790	*2,347·6	11·0	Bengal Nagpur.
1,40,368	0·37	2,94,543	33·2	0·79	29,51,913	*1,761·1	7·86	Bombay, Baroda and Central India.
4,37,818	1·41	4,35,957	68·8	1·41	40,71,513	*2,976·9	13·1	Eastern Bengal.
‡	‡	5,64,357	29·7	0·48	99,59,300	*1,541·8	8·43	East Indian.
9,75,951	1·06	5,08,980	39·3	0·56	77,92,484	*1,688·6	8·49	Great Indian Peninsula.
19,455	0·07	1,56,113	22·8	0·60	22,96,497	*1,510·8	8·85	Madras and Southern Mahratta.
‡	‡	20,848	18·6	0·30	8,05,192	*1,360·6	11·5	Nizam's State.
13,39,831	1·18	5,73,542	29·8	0·50	1,20,04,607	*1,483·3	10·5	North Western.
2,61,541	2·58	30,184	13·6	0·30	9,97,779	*1,282·6	9·83	South Indian.
								3′ 3⅜″ Guage.
—728	—0·00	65,261	89·6	0·47	23,34,110	*2,655·3	16·7	Assam Bengal.
6,56,498	3·92	‡	‡	‡	39,01,400	†1,467·7 (e)	23·3	Bengal and North Western.
1,54,838	0·55	1,61,138	27·5	0·58	23,02,538	*1,432·0	8·22	Bombay, Baroda and Central India.
3,42,070	1·20	1,58,638	64·8	0·56	37,88,581	*2,074·6	13·3	Burma.
2,51,249	1·72	8,717	2·68	0·06	16,55,861	*1,656·7	11·4	Eastern Bengal.
..	..	8,856	5·47	0·14	7,10,411	*999·2	11·1	Jodhpur.
1,45,626	0·76	1,19,136	29·4	0·62	25,14,169	*1,446·7	13·1	Madras and Southern Mahratta.
‡	‡	21,526	26·0	0·42	7,17,391	*1,594·0	14·0	Nizam's State.
‡	‡	‡	‡	‡	4,69,819	†684·6 (g)	14·9	Rohilkund and Kumaon.
4,26,455	1·82	99,510	19·8	0·43	23,65,894	*1,345·9	10·1	South Indian.
								2′ 6″ and 2′ 0″ Guages.
27,342	0·67	14,676	203·8	0·36	6,78,682	*1,140·3	16·6	Bengal Nagpur.
483	0·06	..	..	..	1,42,467	*1,059·5	17·9	Bombay, Baroda and Central India.
..	..	674	11·6	0·56	16,656	*628·5	14·0	Eastern Bengal.
150	0·03	506	1·94	0·11	1,07,650	*709·5	23·2	Great Indian Peninsula.
1,34,361	2·14	6,891	7·80	0·11	8,54,343	*1,475·5	13·6	North Western.
—24	—0·01	2,310	85·6	0·61	52,508	*857·6	13·9	South Indian.

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
‡ Information not available.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.	Rs.	As.
(*m*) 16·5	13·1	0·06
(*n*) 11·1	9·25	0·06
(*e*) 1,848·8	..	7·11
(*g*) 823·1		4·22

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—*** (TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(a).	
	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
42	43	44	45	46	47	48	49	50	51	52
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	(b) 85,00,091	*3,181·7	14·9	14,58,428	1·27	0·16	1·77	2·56	15,98,882	1·39
Bombay, Baroda and Central India.	41,52,115	*2,477·1	11·1	5,83,955	1·20	0·15	1·48	1·56	9,10,564	1·87
Eastern Bengal	51,14,322	*3,739·3	16·5	7,46,930	1·28	0·22	1·66	2·41	6,27,814	1·12
East Indian	1,35,29,678	*2,094·5	11·5	31,07,869	1·27	0·15	1·66	2·63	35,52,873	1·46
Great Indian Peninsula	1,04,71,855	*2,269·2	11·4	16,28,911	1·32	0·16	1·58	1·78	19,83,961	1·62
Madras and Southern Mahratta	(a) 32,28,572	*2,123·9	12·4	6,00,972	1·24	0·16	1·48	2·32	7,00,149	1·44
Nizam's State	11,11,307	*1,877·8	16·0	1,81,510	1·28	0·17	1·66	2·59	1,75,350	1·28
North Western	(a) 1,57,47,211	*1,945·8	13·8	20,60,226	1·16	0·16	1·44	1·81	33,61,330	1·90
outh Indian	(a) 14,53,505	*1,868·4	14·3	2,54,515	0·99	0·19	1·13	2·50	3,32,765	1·29
3′ 3⅜″ GAUGE.										
Assam-Bengal	29,43,770	*3,348·9	21·1	3,23,721	1·08	0·28	1·33	2·32	3,11,563	1·04
Bengal and North Western	§45,12,328	(f) †1,697·5	27·0	3,27,750	0·48	0·13	0·60	1·96	**	**
Bombay, Baroda and Central India.	32,87,582	*2,044·6	11·7	9,76,461	1·60	0·35	1·94	3·48	8,61,779	1·41
Burma	51,39,072	*2,814·1	18·1	8,84,871	1·52	0·36	1·86	3·12	6,36,718	1·09
Eastern Bengal	20,66,428	*2,067·5	14·2	3,08,283	0·96	0·21	1·16	2·11	2,55,606	0·80
Jodhpur	8,91,548	*1,254·0	13·9	1,31,661	0·82	0·19	1·02	2·05	1,96,892	1·22
Madras and Southern Mahratta	(a) 33,95,461	*1,953·8	17·7	4,38,409	0·85	0·22	1·00	2·29	5,34,426	1·04
Nizam's State	9,73,931	*2,164·0	19·1	1,38,699	1·28	0·32	1·53	2·71	1,30,694	1·28
Rohilkund and Kumaon	‡5,76,570	(i) †840·1	18·2	84,564	0·60	0·20	0·76	2·66	**	**
South Indian	(a) 36,16,141	*2,057·1	15·5	5,72,090	0·93	0·28	1·03	2·45	6,53,579	1·07
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal-Nagpur	(b) 8,97,960	*1,508·7	22·0	1,14,829	0·85	0·35	1·07	2·81	1,64,515	1·22
Bombay, Baroda and Central India.	1,74,193	*1,295·4	21·9	8,435	0·30	0·22	0·33	1·06	41,174	1·47
Eastern Bengal	20,786	*784·4	17·4	1,410	0·16	0·23	0·20	1·18	4,351	0·64
Great Indian Peninsula	1,25,691	*828·4	27·0	2,362	0·07	0·04	0·08	0·51	27,704	0·87
North Western	(a) 12,00,108	*2,072·7	19·1	1,12,196	1·35	0·70	1·61	1·79	2,23,970	2·70
South Indian	(a) 1,05,953	*1,730·4	28·0	10,786	0·99	0·64	1·04	2·86	15,603	1·44

(a) Includes Provident Fund Bonus and Gratuity Figures taken under heads AI and AII and excludes credits on account of released materials in the case of North Western Railway only.

* According to the revised form introduced from 1931-32.

† According to the form prior to 1931-32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
	Rs.	As.
(f) 2,138·3	..	(f) 8·22
(i) 1,010·1	..	(i) 5·18

‡ Exclusive of value of stores returned to stock Rs. 668.

** Included under workshop repairs.

*** Excluding Depreciation or Replacement and Renewals as the case may be.

§ Includes Replacement and Renewals taken in the respective preceding detailed heads.

(b) Does not include Rs. 1,53,088 (B. G. Rs. 1,42,149 and N. G. Rs. 10,939) on a/c of, non-wasting assets ' accounted for under Replacement and Renewals '.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.-1 (*a*)].			Locomotives—(*b*) Workshop Repairs [B.-II.-1 (*b*)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
53	54	55	56	57	58	59	60	61
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·17	1·94	2·81	32,15,356	2·81	0·35	3·89	5·65	B. N.
0·23	2·31	2·43	13,98,230	2·87	0·35	3·54	3·72	B. B. & C. I.
0·18	1·39	2·03	13,74,530	2·56	0·40	3·04	4·44	E. B.
0·17	1·90	3·01	42,80,342	1·76	0·21	2·29	3·63	E. I.
0·21	1·93	2·16	26,59,063	2·16	0·28	2·58	2·89	G. I. P.
0·19	1·72	2·69	14,38,260	2·97	0·39	3·54	5·55	M. & S. M.
0·17	1·60	2·51	3,51,647	2·56	0·33	3·22	5·03	N. S.
0·27	2·35	2·95	34,09,936	1·92	0·27	2·38	2·99	N. W.
0·24	1·47	3·28	4,66,625	1·81	0·34	2·07	4·60	S. I.
								3′ 3¾″ Gauge.
0·27	1·28	2·23	3,77,298	1·26	0·32	1·55	2·71	A. B.
**	**	**	††15,15,697	††2·24	††0·59	††2·76	††9·06	B. & N. W.
0·31	1·71	3·08	15,38,428	2·52	0·56	3·05	5·49	B. B. & C. I.
0·26	1·34	2·25	7,10,996	1·22	0·28	1·50	2·51	Burma.
0·18	0·96	1·75	5,19,538	1·60	0·36	1·96	3·57	E. B.
0·28	1·54	3·07	1,77,289	1·10	0·26	1·38	2·77	Jodhpur.
0·27	1·22	2·78	9,14,317	1·77	0·46	2·08	4·76	M. & S. M.
0·31	1·44	2·56	2,61,152	2·40	0·61	2·88	5·11	N. S.
**	**	**	‡2,39,588	‡1·72	‡0·55	‡2·15	‡7·59	R. & K.
0·32	1·18	2·80	8,35,475	1·36	0·40	1·51	3·57	S. I.
								2′ 6″ & 2′ 0″ Gauges.
0·51	1·53	4·03	2,39,698	1·77	0·74	2·23	5·87	B. N.
1·06	1·63	5·18	55,141	1·97	1·43	2·18	6·93	B. B. & C. I.
0·72	0·63	3·64	5,247	0·80	0·87	0·76	4·39	E. B.
0·49	0·94	5·96	40,963	1·28	0·73	1·40	8·81	G. I. P.
1·39	3·22	3·57	1,10,227	1·33	0·68	1·59	1·75	N. W.
0·92	1·51	4·13	14,331	1·32	0·84	1·38	3·79	S. I.

†† Includes running Repairs and Renewals.
‡ Includes running repairs.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE							
	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
62	63	64	65	66	67	68	69	70
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	6,75,216	0·59	0·07	0·82	1·19	54,94,408	4·80	0·59
Bombay, Baroda and Central India	1,45,253	0·30	0·04	0·37	0·39	24,54,316	5·04	0·62
Eastern Bengal	2,77,988	0·48	0·08	0·62	0·89	22,86,262	4·16	0·66
East Indian	6,76,159	0·27	0·03	0·36	0·57	87,65,854	3·60	0·42
Great Indian Peninsula	3,31,061	0·27	0·03	0·32	0·36	50,69,304	4·12	0·53
Madras and Southern Mahratta	3,88,169	0·80	0·10	0·95	1·49	25,30,939	5·22	0·68
Nizam's State	22,800	0·16	0·02	0·21	0·32	5,51,141	4·00	0·52
North Western	6,33,973	0·36	0·05	0·44	0·55	75,35,994	4·25	0·60
South Indian	6,704	0·02	0·00	0·03	0·07	8,05,813	3·12	0·58
3′ 3⅜″ GAUGE.								
Assam-Bengal	91,130	0·30	0·08	0·37	0·65	7,80,078	2·60	0·67
Bengal and North-Western	51,201	0·00	0·02	0·09	0·31	*15,68,514	*2·24	*0·61
Bombay, Baroda and Central India	2,66,742	0·44	0·10	0·53	0·95	26,65,969	4·37	0·97
Burma	67,837	0·12	0·03	0·14	0·24	14,19,852	2·44	0·57
Eastern Bengal	1,34,083	0·48	0·09	0·50	0·92	9,11,182	2·88	0·63
Jodhpur	7,996	0·05	0·01	0·06	0·13	3,88,867	2·41	0·56
Madras and Southern Mahratta	1,21,696	0·24	0·06	0·28	0·64	15,76,691	3·06	0·80
Nizam's State	13,899	0·16	0·03	0·16	0·27	4,07,090	3·84	0·95
Rohilkund and Kumaon	16,474	0·12	0·04	0·15	0·52	2,56,062	1·84	0·59
South Indian	1,10,752	0·18	0·06	0·20	0·47	16,06,284	2·62	0·78
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	16,543	0·12	0·05	0·15	0·40	4,20,768	3·11	1·30
Bombay, Baroda and Central India	65	0·00	0·00	0·00	0·01	1,16,980	4·18	3·02
Eastern Bengal	209	0·00	0·04	0·03	0·18	9,807	1·44	1·63
Great Indian Peninsula	303	0·01	0·01	0·01	0·07	68,970	2·16	1·23
North-Western	34,376	0·41	0·21	0·49	0·55	3,70,947	4·47	2·30
South Indian	215	0·02	0·01	0·02	0·06	30,149	2·78	1·77

* Includes Replacements

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

POWER—*contd.*

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel—(B.III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
71	72	73	74	75	76	77	78	79	80	81	82	83
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
6·66	9·66	32,66,644	2·85	0·35	3·96	5·74	42,97,849	3·75	0·47	5·21	7·55	B. N.
6·22	6·54	21,76,791	4·47	0·55	5·52	5·80	37,56,145	7·71	0·96	9·53	10·0	B. B. & C.I.
5·06	7·38	13,27,912	2·40	0·39	2·94	4·29	23,61,988	4·16	0·69	5·23	7·62	E. B.
4·69	7·43	62,52,337	2·55	0·30	3·35	5·30	90,76,852	3·72	0·44	4·85	7·69	E. I.
4·92	5·52	48,96,872	3·98	0·51	4·76	5·33	76,33,717	6·21	0·80	7·42	8·32	G. I. P.
6·22	9·75	14,91,325	3·08	0·40	3·67	5·75	34,74,558	7·18	0·94	8·54	13·4	M. & S. M.
5·04	7·88	3,57,337	2·56	0·34	3·27	5·11	4,67,397	3·36	0·43	4·27	6·68	N. S.
5·27	6·61	55,30,922	3·12	0·43	3·86	4·85	1,53,47,141	8·65	1·21	10·7	13·5	N. W.
3·57	7·94	7,72,435	2·98	0·56	3·42	7·61	18,43,112	7·14	1·33	8·16	18·2	S. I.
												3′ 3⅜″ Gauge.
3·21	5·59	4,57,389	1·52	0·39	1·88	3·28	11,44,483	3·81	0·99	4·71	8·20	A. B.
*2·85	*9·38	6,52,275	0·96	0·25	1·19	3·90	13,85,679	2·08	0·53	2·52	8·28	B. & N. W.
5·29	9·51	20,73,008	3·39	0·75	4·12	7·40	31,29,286	5·12	1·14	6·21	11·2	B. B. & C. I.
2·98	5·01	15,36,891	2·65	0·62	3·23	5·42	31,96,304	5·49	1·29	6·73	11·3	Burma.
3·43	6·25	5,75,996	1·76	0·40	2·17	3·95	11,77,784	3·68	0·81	4·43	8·07	E. B.
3·03	6·07	2,26,229	1·40	0·33	1·76	3·53	7,73,433	4·79	1·12	6·02	12·1	Jodhpur.
3·59	8·21	14,09,843	2·74	0·71	3·21	7·34	23,93,907	4·64	1·21	5·44	12·5	M. & S. M.
4·49	7·96	2,59,676	2·40	0·61	2·87	5·08	3,71,835	3·36	0·88	4·11	7·28	N. S.
2·30	8·11	1,11,471	0·81	0·26	1·01	3·52	4,46,328	3·20	1·03	4·01	14·1	R. & K.
2·90	6·87	16,68,376	2·71	0·81	3·01	7·13	28,33,725	4·62	1·37	5·12	12·1	S. I.
												2′ 6″ & 2′ 0″ Gauges.
3·91	10·3	2,52,805	1·87	0·78	2·35	6·19	3,05,426	2·26	0·95	2·83	7·47	B. N.
4·62	14·7	49,155	1·76	1·27	1·94	6·18	85,366	3·05	2·21	3·37	10·7	B. B. & C. I.
1·42	8·21	18,217	2·56	3·03	2·64	15·3	11,633	1·76	1·93	1·69	9·74	E. B
2·35	14·8	49,493	1·55	0·88	1·68	10·7	64,925	2·03	1·15	2·21	14·0	G. I. P.
5·33	5·91	3,24,110	3·90	2·01	4·66	5·16	7,58,952	9·14	4·70	10·9	12·1	N. W.
2·91	7·98	36,964	3·42	2·18	3·57	9·78	34,493	3·19	2·03	3 33	9·13	S I.

and Renewals.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE						
	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING	
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.
84	85	86	87	88	89	90	91
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	5,59,551	0·49	0·07	0·68	0·99	82,77,476	7·23
Bombay, Baroda and Central India	3,00,400	0·62	0·08	0·76	0·80	62,20,494	12·8
Eastern Bengal	2,39,612	0·48	0·07	0·53	0·77	38,39,291	6·88
East Indian	12,85,989	0·53	0·06	0·69	1·09	1,59,43,320	6·54
Great Indian Peninsula	10,88,148	0·88	0·11	1·06	1·19	1,37,25,613	11·2
Madras and Southern Mahratta	3,42,695	0·71	0·09	0·83	1·32	52,65,263	10·9
Nizam's State	93,508	0·80	0·09	0·86	1·34	10,54,979	7·68
North Western	13,64,388	0·77	0·11	0·95	1·20	2,18,82,889	12·3
South Indian	1,61,977	0·63	0·12	0·72	1·59	28,33,885	11·0
3′ 3⅜″ GAUGE.							
Assam Bengal	1,16,031	0·39	0·10	0·48	0·83	17,67,006	5·88
Bengal and North Western	2,65,993	0·32	0·09	0·49	1·59	28,23,512	4·16
Bombay, Baroda and Central India	2,52,157	0·41	0·09	0·50	0·90	54,39,828	8·90
Burma	2,96,853	0·51	0·12	0·63	1·05	50,73,811	8·73
Eastern Bengal	92,250	0·32	0·06	0·35	0·63	18,63,976	5·76
Jodhpur	1,41,711	0·88	0·20	1·11	2·21	11,57,530	7·17
Madras and Southern Mahratta	3,11,783	0·60	0·16	0·70	1·63	41,11,241	7·98
Nizam's State	69,610	0·64	0·16	0·77	1·36	7,27,210	6·72
Rohilkund and Kumaon	64,160	0·46	0·15	0·57	2·03	6,19,484	4·45
South Indian	2,69,736	0·44	0·14	0·48	1·15	47,88,714	7·80
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	79,245	0·58	0·25	0·74	1·94	6,41,383	4·74
Bombay, Baroda and Central India	13,695	0·49	0·35	0·54	1·72	1,60,440	5·75
Eastern Bengal	3,579	0·64	0·59	0·52	3·00	33,621	4·96
Great Indian Peninsula	17,131	0·53	0·30	0·58	3·69	1,34,809	4·12
North Western	71,659	0·86	0·44	1·03	1·14	11,67,156	14·1
South Indian	6,870	0·63	0·40	0·66	1·82	78,994	7·30

Class 1 Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and since shown as earnings.

POWER—*concld.*

Expenses—(B. III.)			Total Maintenance and Supply of Locomotive power—(Total Abstract B).*					
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Railway.
92	93	94	95	96	97	98	99	100
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·90	10·0	14·6	1,52,30,312	13·3	1·65	18·5	26·8	B. N.
1·58	15·8	16·6	92,58,765	19·1	2·35	23·5	24·7	B. B. & C. I.
1·12	8·50	12·4	68,72,483	12·3	2·00	15·2	22·2	E. B.
0·77	8·54	13·5	2,78,17,043	11·4	1·34	14·9	23·6	E. I.
1·43	13·3	15·0	2,04,23,829	16·6	2·12	19·8	22·3	G. I. P.
1·42	12·9	20·3	83,97,174	17·3	2·26	20·6	32·4	M. & S. M.
0·99	9·65	15·1	17,87,630	13·0	1·68	16·4	25·6	N. S.
1·72	15·3	19·2	3,14,79,109	17·7	2·48	22·0	27·6	N. W.
2·05	12·6	27·9	38,94,213	15·1	2·82	17·3	38·4	S. I.
								3′ 3⅜″ Gauge.
1·52	7·27	12·7	28,70,805	9·53	2·47	11·8	20·6	A. B.
1·07	5·15	16·9	§47,19,776	6·88	1·81	8·60	28·2	B. & N. W.
1·97	10·8	19·4	90,82,258	14·9	3·29	18·1	32·4	B. B. & C. I.
2·05	10·7	17·9	73,78,534	12·7	2·98	15·5	26·0	Burma.
1·28	7·01	12·8	30,83,441	9·60	2·12	11·6	21·1	E. B.
1·68	9·01	18·1	16,78,058	10·4	2·43	13·1	26·2	Jodhpur.
2·07	9·35	21·4	61,26,341	11·9	3·09	14·0	32·0	M. & S. M.
1·71	8·03	14·2	12,72,999	11·8	2·98	14·1	24·9	N. S.
1·43	5·57	19·6	‡9,60,110	6·89	2·22	8·63	30·3	R. & K.
2·32	8·64	20·5	69,67,088	11·4	3·38	12·6	29·8	S. I.
								2′ 6″ & 2′ 0″ Gauges.
1·99	5·96	15·7	11,76,980	8·70	3·64	10·9	28·8	B. N.
4·15	6·34	20·2	2,85,855	10·2	7·39	11·3	36·0	B. B. & C. I
5·58	4·88	28·2	44,838	6·56	7·44	6·50	37·6	E. B.
2·34	4·48	29·0	2,06,141	6·35	3·61	6·91	44·4	G. I. P.
7·23	16·8	18·6	16,50,299	19·9	10·2	23·7	26·3	N. W.
4·65	7·63	20·9	1,19,929	11·1	7·06	11·6	31·7	S. I

* Excluding Depreciation or Replacement and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 163.
§ Excludes credits received for working the Link Rs. 2,02,270 but includes Replacement and Renewals taken in the respective preceding detailed heads.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	6,29,395	1·60	0·76	1·11	2,96,817	3·33
Bombay, Baroda and Central India	3,15,562	1·75	0·80	0·84	2,71,743	4·07
Eastern Bengal	3,62,316	2·20	0·80	1·17	1,51,116	1·75
East Indian	13,55,808	1·46	0·73	1·15	5,99,414	2·09
Great Indian Peninsula	9,95,215	2·05	0·85	1·08	4,30,546	2·31
Madras and Southern Mahratta	3,30,982	2·07	0·82	1·28	1,41,916	2·48
Nizam's State	82,627	1·84	0·76	1·18	33,128	2·38
North Western	12,50,033	2·06	0·87	1·10	4,01,202	1·56
South Indian	77,363	1·28	0·34	0·76	40,085	1·26
3′ 3⅜″ Gauge.						
Assam-Bengal	1,29,058	1·30	0·53	0·93	38,284	0·86
Bengal and North Western	1,19,382	0·56	0·22	0·71	**	**
Bombay, Baroda and Central India	5,54,608	2·41	1·10	1·98	2,15,442	2·45
Burma	3,41,204	1·84	0·72	1·21	67,339	0·95
Eastern Bengal	1,70,161	1·42	0·64	1·17	1,07,642	1·85
Jodhpur	1,09,210	1·73	0·85	1·71	20,489	0·98
Madras and Southern Mahratta	1,96,364	1·38	0·45	1·02	63,376	1·12
Nizam's State	58,731	2·17	0·65	1·15	16,087	1·33
Rohilkund and Kumaon	30,655	0·92	0·27	0·96	**	**
South Indian	1,98,576	1·15	0·36	0·85	74,955	0·75
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	41,565	1·08	0·39	1·02	49,216	2·37
Bombay, Baroda and Central India	2,815	0·54	0·11	0·35	22,906	7·02
Eastern Bengal	801	0·70	0·12	0·67	1,620	1·51
Great Indian Peninsula	269	0·04	0·01	0·06	3,614	1·18
North Western	44,804	2·61	0·64	0·71	26,935	3·32
South Indian	3,193	1·29	0·31	0·84	3,654	2·01

** Included in Workshop Repairs.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK.

Running repairs—[C. II-1 (a)]		Coaching vehicles—(b) workshop repairs—[C. II-1 (b)]				Goods vehicles—(a) running repairs—[C. II-3 (a)]				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
108	109	110	111	112	113	114	115	116	117	118
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·36	0·52	15,88,380	17·8	1·93	2·79	11,93,791	3·93	1·45	2·10	B. N.
0·69	0·72	14,41,633	21·6	3·65	3·84	4,67,972	4·14	1·19	1·25	B. B. & C. I.
0·34	0·49	11,73,010	13·6	2·60	3·79	2,00,349	2·55	0·44	0·64	E. B.
0·32	0·51	33,96,377	11·8	1·82	2·88	19,52,643	3·05	1·05	1·66	E. I.
0·37	0·47	24,52,139	13·2	2·11	2·68	11,73,393	3·95	1·01	1·28	G. I. P.
0·35	0·55	8,40,474	14·7	2·07	3·24	1,36,573	1·33	0·34	0·53	M. & S. M.
0·30	0·47	1,81,471	13·1	1·66	2·59	41,529	1·33	0·38	0·59	N. S.
0·28	0·35	26,07,117	10·2	1·82	2·29	10,68,802	3·05	0·75	0·94	N. W.
0·18	0·39	2,49,236	8·02	1·11	2·45	27,633	1·00	0·12	0·27	S. I.
										3′3½″ Gauge.
0·16	0·28	4,35,782	9·73	1·79	3·12	67,037	1·22	0·27	0·48	A. B.
**	**	*6,60,365	*7·47	*1·20	*3·95	**	**	**	**	B. & N. W.
0·43	0·77	9,63,061	11·0	1·91	3·44	2,25,366	1·59	0·45	0·80	B. B. & C. I.
0·14	0·24	3,65,126	5·12	0·77	1·29	1,63,516	1·43	0·34	0·58	Burma.
0·41	0·74	7,26,188	12·5	2·73	4·98	94,061	1·52	0·35	0·64	E. B.
0·16	0·32	1,97,891	9·48	1·54	3·08	24,821	0·59	0·19	0·39	Jodhpur.
0·14	0·33	5,04,843	8·91	1·15	2·63	75,611	0·89	0·17	0·40	M. & S. M.
0·18	0·32	1,46,897	12·1	1·62	2·87	26,425	1·77	0·29	0·52	N. S.
**	**	†1,26,816	†8·69	†1·14	†4·01	**	**	**	**	R. & K.
0·13	0·32	5,74,435	5·77	1·03	2·46	34,780	0·47	0·06	0·15	S. I.
										2′ 6″ & 2′ 0″ Gauges.
0·46	1·20	1,92,668	9·29	1·79	4·72	42,913	2·42	0·40	1·05	B. N.
0·91	2·88	1,082	0·33	0·04	0·14	29,379	15·4	1·16	3·69	B. B. & C. I.
0·24	1·36	3,138	2·92	0·45	2·63	540	7·75	0·08	0·45	E. B.
0·11	0·78	7,816	2·55	0·24	1·68	13,288	4·32	0·41	2·86	G. I. P.
0·39	0·43	1,82,552	22·5	2·62	2·91	42,869	4·74	0·62	0·68	N. W.
0·35	0·97	1,833	1·01	0·18	0·49	618	0·94	0·06	0·16	S. I.

* Includes Running Repairs and Renewals. † Includes Running Repairs.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GOODS VEHICLES—(*b*) WORKSHOP REPAIRS—[C. II.-3 (*b*)].				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.
119	120	121	122	123	124	125	126
5'6" GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	31,69,273	10·4	3·84	5·57	1,70,316	0·43	0·21
Bombay, Baroda and Central India	9,80,972	8·67	2·49	2·62	1,26,558	0·70	0·32
Eastern Bengal	5,94,888	7·58	1·32	1·92	60,876	0·36	0·13
East Indian	30,57,928	4·77	1·64	2·59	3,52,946	0·38	0·18
Great Indian Peninsula	11,90,781	4·00	1·02	1·30	2,70,649	0·56	0·23
Madras and Southern Mahratta	5,67,266	5·54	1·39	2·18	1,42,568	0·89	0·35
Nizam's State	2,27,418	7·31	2·08	3·25	9,245	0·21	0·08
North Western	22,86,597	6·52	1·60	2·01	5,97,405	0·98	0·42
South Indian	99,213	3·43	0·44	0·98	2,904	0·05	0·01
3'3½" GAUGE.							
Assam-Bengal	3,18,721	5·81	1·31	2·28	11,154	0·11	0·05
Bengal and North Western	*4,79,458	*3·89	*0·87	*2·87	25,195	0·12	0·04
Bombay, Baroda and Central India	4,05,542	2·86	0·80	1·45	1,35,377	0·59	0·27
Burma	6,63,720	5·81	1·40	2·34	63,227	0·34	0·13
Eastern Bengal	2,30,124	3·71	0·87	1·58	26,184	0·22	0·10
Jodhpur	1,25,214	2·97	0·98	1·95	6,230	0·09	0·05
Madras and Southern Mahratta	2,72,373	3·20	0·62	1·42	46,703	0·33	0·11
Nizam's State	1,01,091	6·77	1·11	1·98	6,158	0·23	0·07
Rohilkund and Kumaon	‡74,402	‡4·06	‡0·67	‡2·35	5,774	0·17	0·05
South Indian	2,94,538	4·02	0·53	1·26	87,036	0·50	0·16
2'6" AND 2'0" GAUGES.							
Bengal-Nagpur	90,302	5·09	0·84	2·21	1,678	0·04	0·01
Bombay, Baroda and Central India	27	0·01	0·00	0·00	..	..	..
Eastern Bengal	96	1·38	0·01	0·08	22	0·02	0·00
Great Indian Peninsula	13,893	4·52	0·43	2·99	60	0·01	0·00
North Western	71,030	7·86	1·02	1·13	5,613	0·33	0·08
South Indian	538	0·82	0·05	0·14	83	0·03	0·01

* Includes Running Repairs and Renewals.

‡ Includes Running Repairs.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—*contd.*

(C II-5)	Total ordinary Repairs and Maintenance—(C-II).				
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
127	128	129	130	131	132
	Rs.	Rs.	As.		5′ 6″ Gauge.
0·30	65,08,131	16·6	7·89	11·4	B. N.
0·34	32,02,732	17·8	8·12	8·54	B. B. & C. I.
0·19	21,81,406	13·2	4·83	7·04	E. B.
0·30	95,36,541	10·3	5·10	8·08	E. I.
0·29	57,25,393	11·8	4·92	6·24	G. I. P.
0·55	19,32,824	12·1	4·75	7·45	M. & S. M.
0·14	5,13,036	11·4	4·69	7·34	N. S.
0·52	72,52,527	11·9	5·07	6·36	N. W.
0·03	4,23,509	6·99	1·88	4·17	S. I.
					3′ 3⅜″ Gauge.
0·08	8,72,801	8·76	3·59	6·25	A. B.
0·15	11,65,587	5·51	2·11	6·97	B. & N. W.
0·48	19,54,953	8·51	3·88	6·98	B. B. & C. I.
0·22	13,26,161	7·15	2·79	4·68	Burma.
0·18	11,95,448	9·95	4·50	8·19	E. B.
0·10	3,82,742	6·07	2·98	5·97	Jodhpur.
0·24	9,82,307	6·93	2·23	5·12	M. & S. M.
0·12	3,02,988	11·2	3·34	5·93	N. S.
0·19	2,07,030	6·29	1·86	6·55	R. & K.
0·37	10,76,651	6·23	1·93	4·61	S. I.
					2′ 6″ & 2′ 0″ Gauges.
0·04	3,87,800	10·1	3·60	9·49	B. N.
..	88,835	17·2	3·51	11·2	B. B. & C. I.
0·02	5,416	4·74	0·78	4·54	E. B.
0·01	40,100	6·33	1·23	8·63	G. I. P.
0·09	3,72,697	21·6	5·36	5·93	N. W.
0·02	6,726	2·72	0·65	1·78	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL OPERATING EXPENSES—(C.-III).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
133	134	135	136	137
5′ 6″ GAUGE.	Rs.	Rs.	As.	
Bengal-Nagpur	6,08,480	1·55	0·74	1·07
Bombay, Baroda and Central India	4,59,862	2·55	1·17	1·23
Eastern Bengal	3,95,821	2·40	0·88	1·28
East Indian	15,54,077	1·63	0·83	1·32
Great Indian Peninsula	14,28,412	2·96	1·23	1·56
Madras and Southern Mahratta	2,93,869	1·84	0·72	1·13
Nizam's State	82,157	1·82	0·75	1·18
North Western	26,48,851	4·36	1·85	2·33
South Indian	1,81,563	2·99	0·81	1·79
3′ 3⅜″ GAUGE.				
Assam-Bengal	1,30,320	1·31	0·54	0·93
Bengal and North-Western	1,17,743	0·56	0·26	0·72
Bombay, Baroda and Central India	3,75,058	1·63	0·74	1·33
Burma	1,90,165	1·02	0·40	0·67
Eastern Bengal	1,68,488	1·40	0·63	1·16
Jodhpur	55,261	0·88	0·43	0·86
Madras and Southern Mahratta	1,42,594	1·01	0·33	0·74
Nizam's State	50,678	1·87	0·56	0·99
Rohilkund and Kumaon	43,462	1·32	0·39	1·37
South Indian	3,32,595	1·92	0·59	1·42
2′ 6″ AND 2′ 0″ GAUGES.				
Bengal-Nagpur	74,599	1·94	0·69	1·82
Bombay, Baroda and Central India	16,780	3·25	0·67	2 11
Eastern Bengal	3,150	2·75	0·46	2·64
Great Indian Peninsula	10,548	1·67	0·33	2·27
North Western	1,54,951	9·00	2·23	2·47
South Indian	9,038	3·65	0·87	2·39

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932 33 were taken as reduction of expenditure and are since shown as earnings

AND WAGON STOCK—*concld.*

Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)*				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
138	139	140	141	142
Rs.	Rs.	As.		5′ 6″ Gauge.
77,46,006	19·7	9·39	13·6	B. N.
39,78,156	22·1	10·1	10·6	B. B. & C. I.
29,39,543	17·8	6·51	9·49	E. B.
1,24,46,426	13·4	6·66	10·6	E. I.
81,49,020	16·9	7·00	8·88	G. I. P.
25,57,675	16·0	6·29	9·87	M. & S. M.
6,77,820	15·1	6·20	9·70	N. S.
1,11,51,411	18·4	7·79	9·79	N. W.
6,82,435	11·3	3·03	6·72	S. I.
				3′ 3⅜″ Gauge.
11,32,179	11·4	4·66	8·10	A. B.
†14,02,712	6·63	2·59	8·40	B. & N. W.
28,84,619	12·5	5·72	10·3	B. B. & C. I.
18,57,530	10·0	3·91	6·56	Burma.
15,34,097	12·8	5·77	10·5	E. B.
5,47,213	8·68	4·26	8·54	Jodhpur.
13,21,265	9·31	3·01	6·88	M. & S. M.
4,12,397	15·2	4·55	8·07	N. S.
‡2,81,147	8·54	2·52	8·88	R. & K.
16,07,822	9·30	2·88	6·88	S. I.
				2′ 6″ & 2′ 0″ Gauges.
5,03,964	13·1	4·68	12·3	B. N.
1,08,430	21·0	4·29	13·6	B. B. & C. I.
9,367	8·19	1·36	7·85	E. B.
50,917	8·04	1·57	11·0	G. I. P.
5,72,452	33·2	8·23	9·11	N. W.
18,957	7·66	1·83	5·01	S. I.

*Excluding Depreciation or Replacement and Renewals as the case may be.

† Excludes credits received for working the Link Rs. 44,401 but includes Replacement and Renewals taken in the respective preceding detailed head.

‡ Exclusive of value of stores returned to stock Rs. 40.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C (*a*)—MAINTE

Railway.	GENERAL ADMINISTRATION—C (*a*) I.				SUB-STATION, OVERHEAD EQUIPMENT AND TRANSMISSION LINES—ORDINARY REPAIRS AND MAINTENANCE [C (*a*) II 1 AND 2].				MULTIPLE UNIT STOCK [C(*a*) II 3(*a*)*i*+4(*a*)*i*].	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
143	144	145	146	147	148	149	140	151	152	153
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	3,06,413	1·57	0·58	0·82	61,296	4·09	0·47	0·17	82,323	5·49
Great Indian Peninsula .	4,83,434	6·72	1·46	0·53	5,14,203	7·16	1·54	0·55	1,87,907	14·8
3′ 3⅜″ GAUGE.										
South Indian . . .	54,685	8·85	1·05	0·23	42,764	6·92	0·82	0·18	37,644	16·3

TABLE C (*a*)—MAINTENANCE

Railway.	ELECTRIC LOCOMOTIVES—WORKSHOP REPAIRS—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				EQUIPMENT (OTHER THAN POWER STATION) AND OTHER ITEMS. [C(*a*) II 5—9].				TOTAL—ORDINARY AND MAINTE [C(*a*)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
165	166	167	168	169	170	171	172	173	174	175
5′ 6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,13,717	4·24	1·41	1·90	8,61,639	4·42
Great Indian Peninsula .	2,60,848	4·40	1·94	0·29	1,16,727	1·62	0·35	0·12	17,92,420	24·9
3′ 3⅜″ GAUGE.										
South Indian . . .	1,029	0·66	0·26	0·00	6,011	0·98	0·12	0·03	94,690	15·3

TABLE C (*a*)—MAINTENANCE

Railway.	OIL, WASTE AND OTHER STORES. [C (*a*) III 4].				TOTAL OPERATING EXPENSES. [C (*a*) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
187	188	189	190	191	192	193	194	195
5′6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	14,532	0·97	0·11	0·04	18,42,611	9·45	3·52	4·91
Great Indian Peninsula .	81,466	2·94	0·54	0·09	50,82,578	70·7	15·3	5·54
3′ 3⅜″ GAUGE.								
South Indian . . .	8,160	1·32	0·16	0·04	2,67,990	43·4	5·15	1·15

NOTE.—The figures shown against the B. B. and C. I. Railway are only approximates as the original

Class I Railways for the year 1935-36—contd.

$\frac{\text{Depreciation Reserve Fund}}{\text{Replacement and Renewal Works}}$ which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

NANCE OF ELECTRIC SERVICE.

—Running Repairs.		Multiple unit stock—Workshop repairs—[C(*a*) II 3 (*b*) 1 +4 (*b*) 1].				Electric Locomotives—Running Repairs—[C (*a*) II 3(*a*) *ii*+4 (*a*) *ii*].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
154	155	156	157	158	159	160	161	162	163	164
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·64	0·22	..	..	..	..	4,303	0·29	0·03	0·01	B. B. & C. I.
0·95	0·21	4,37,552	34·5	2·20	0·48	2,75,183	4·65	2·06	0·30	G. I. P.
										3′ 3⅜″ Gauge.
0·78	0·17	5,389	2·33	0·11	0·02	1,853	1·18	0·46	0·00	S. I.

OF ELECTRIC SERVICE—*contd.*

Repairs nance. II].		Running Staff—Operating Expenses. [C(*a*)III 1].				Electric Current (for traction purposes only). [C(*a*) III 2].				
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
176	177	178	179	180	181	182	183	184	185	186
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1·64	2·30	4,12,771	27·5	3·18	1·10	10,81,509	72·2	8·33	2·88	B. B. & C. I.
5·39	1·95	16,51,506	48·1	10·6	1·80	32,54,331	91·8	18·7	3·54	G. I. P.
										3′ 3⅜″ Gauge.
1·82	0·40	49,061	7·95	0·95	0·21	1,83,487	29·7	3·52	0·78	S. I.

OF ELECTRIC SERVICE—*concld.*

Total Maintenance of Electric Service [Total Abstract C(*a*)].*				
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
196	197	198	199	200
Rs.	Rs.	As.		5′ 6″ Gauge.
30,10,663	15·4	5·74	8·03	B. B. & C. I.
73,58,432	102·4	22·2	8·02	G. I. P.
				3′ 3⅜″ Gauge.
4,17,365	67·6	8·02	1·78	S. I.

figures furnished by this Railway have been recast on the lines of the G. I. P. Railway Statement.

* Excluding Depreciation or Replacements and Renewals as the case may be.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES

Railway.	General Administration—(E. I.)			Station
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.
201	202	203	204	205
5′ 6″ Gauge.	Rs.	As.		Rs.
Bengal-Nagpur	13,28,864	1·61	2·33	45,69,732
Bombay, Baroda and Central India	8,05,848	2·04	2·15	40,73,706
Eastern Bengal	7,35,073	1·63	2·37	31,35,642
East Indian	25,74,942	1·38	2·18	1,09,85,974
Great Indian Peninsula	16,57,889	1·22	1·81	67,20,119
Madras and Southern Mahratta	4,10,796	1·01	1·58	21,37,010
Nizam's State	1,32,208	1·21	1·89	4,68,099
North Western	20,59,708	1·44	1·81	1,15,63,696
South Indian	1,73,625	0·77	1·71	6,50,767
3′ 3¾″ Gauge.				
Assam-Bengal	3,58,217	1·47	2·57	11,55,719
Bengal and North Western	5,06,179	0·92	3·03	15,49,898
Bombay, Baroda and Central India	5,16,653	1·03	1·85	22,85,917
Burma	6,49,070	1·37	2·29	22,48,946
Eastern Bengal	3,93,925	1·48	2·70	13,29,651
Jodhpur	1,30,869	1·02	2·04	3,40,767
Madras and Southern Mahratta	3,60,745	0·82	1·88	18,00,452
Nizam's State	95,731	1·06	1·87	4,27,614
Rohilkund and Kumaon	91,6 1	0·83	2·89	2,86,084
South Indian	4,17,666	0·69	1·79	18,06,028
2′ 6″ & 2′ 0″ Gauges.				
Bengal-Nagpur	66,124	0·61	1·61	3,62,325
Bombay, Baroda and Central India	5,756	0·23	0·72	53,579
Eastern Bengal	2,550	0·37	2·14	16,093
Great Indian Peninsula	..	..	..	43,538
North Western	1,07,785	1·55	1·72	4,24,614
South Indian	15,056	1·45	3·98	23,956

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF TRAFFIC DEPARTMENT.					
STAFF—E. III. 1 (*b*).		TRAIN STAFF INCLUDING THEIR MILEAGE AND OVERTIME—E. III. 1 (*c* & *d*).			
Per train mile. 206	Percentage of total working expenses under abstracts A to G. 207	Total amount. 208	Per train mile. 209	Percentage of total working expenses under abstracts A to G. 210	Railway. 211
As.		Rs.	As.		5′ 6″ GAUGE.
5·54	8·03	13,49,211	1·63	2·37	B. N.
10·3	10·9	6,10,870	1·54	1·63	B. B. & C. I.
6·94	10·1	6,44,255	1·43	2·08	E. B.
5·88	9·31	29,28,651	1·57	2·48	E. I.
4·94	7·32	16,12,420	1·18	1·76	G. I. P.
5·25	8·24	4,42,106	1·09	1·70	M. & S. M.
4·28	6·69	1,15,713	1·06	1·65	N. S.
8·08	10·1	20,01,284	1·40	1·76	N. W.
2·88	6·41	2,06,118	0·92	2·03	S. I.
					3′ 3¾″ GAUGE.
4·75	8·28	2,36,678	0·98	1·70	A. B.
2·82	9·27	4,10,071	0·75	2·45	B. & N. W.
4·54	8·16	5,77,281	1·14	2·05	B. B. & C. I.
4·73	7·94	4,95,752	1·05	1·75	Burma.
5·00	9·11	3,33,065	1·25	2·28	E. P
2·65	5·32	94,523	0·74	1·47	Jodhpur.
4·10	9·38	4,56,287	1·03	2·37	M. & S. M.
4·72	8·37	92,852	1·02	1·82	N. S.
2·57	9·04	‡63,307	‡0·57	‡2·00	R. & K.
2·97	7·73	4,89,577	0·81	2·09	S. I.
					2′ 6″ & 2′ 0″ GAUGES.
3·37	8·87	1,30,213	1·21	3·19	B. N.
2·12	6·74	10,495	0·41	1·32	B. B. & C. I.
2·33	13·5	395	0·06	0·34	E. B.
1·54	9·37	11,189	0·34	2·41	G. I. P.
6·10	6·76	1,17,228	1·69	1·87	N. W.
2·31	6·34	9,978	0·97	2·64	S. I.

‡Includes Travelling Ticket Examining Staff.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF

Railway.	OTHER STAFF.—E. III. 1 (*a* & *e*).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount	Per train mile.	Percentage of total working expenses under abstracts A to G.
212	213	214	215	216	217	218
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,99,540	0·48	0·70	5,62,728	0·68	0·99
Bombay, Baroda and Central India	3,95,299	1·00	1·06	1,87,743	0·48	0·50
Eastern Bengal	3,76,258	0·83	1·22	3,28,723	0·73	1·06
East Indian	12,29,098	0·66	1·04	16,63,664	0·89	1·41
Great Indian Peninsula	8,36,317	0·61	0·91	10,73,041	0·79	1·17
Madras and Southern Mahratta	1,49,574	0·37	0·58	3,68,126	0·91	1·42
Nizam's State	39,579	0·36	0·57	53,287	0·49	0·76
North Western	5,73,314	0·40	0·50	§22,67,802	1·58	1·99
South Indian	1,00,647	0·44	0·99	1,44,155	0·64	1·43
3′ 3⅜″ GAUGE.						
Assam-Bengal	1,44,555	0·59	1·03	1,98,926	0·82	1·42
Bengal and North-Western	..	..	..	3,52,637	0·64	2·11
Bombay, Baroda and Central India	3,57,825	0·71	1·27	1,25,731	0·25	0·45
Burma	2,51,321	0·53	0·89	2,81,892	0·59	0·99
Eastern Bengal	2,01,569	0·76	1·38	1,48,007	0·56	1·02
Jodhpur	36,822	0·28	0·58	1,32,659	1·03	2·07
Madras and Southern Mahratta	1,31,253	0·30	0·69	2,61,992	0·60	1·36
Nizam's State	31,271	0·34	0·61	49,116	0·54	0·96
Rohilkund and Kumaon	*14,432	*0·13	*0·46	68,831	0·62	2·18
South Indian	2,35,538	0·39	1·01	4,16,208	0·68	1·78
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	22,673	0·21	0·55	62,436	0·58	1·53
Bombay, Baroda and Central India	2,865	0·11	0·36	2,121	0·08	0·27
Eastern Bengal	1,114	0·16	0·93	3	0·00	0·00
Great Indian Peninsula	2,876	0·10	0·62	3,810	0·12	0·81
North Western	32,181	0·46	0·51	‡91,125	1·31	1·45
South Indian	12,746	1·23	3·37	1,754	0·17	0·47

* Does not include Travelling ticket Examining Staff.
§ Includes Rs. 11,50,976 on account of lighting charges
‡ do. Rs. 38,696 do.

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TRAFFIC DEPARTMENT—*contd.*

Clothing—(E.-III-4.)			Stationery forms and tickets—(E.-III-5).			Compensation for goods, etc., lost or damaged—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
219	220	221	222	223	224	225	226	227	228
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
93,888	0·11	0·16	1,63,092	0·20	0·29	21,123	0·02	0·04	B. N.
43,676	0·11	0·12	1,60,613	0·41	0·43	19,401	0·05	0·05	B. B. & C I.
30,509	0·07	0·10	1,66,104	0·37	0·54	23,725	0·05	0·08	E. B.
3,04,542	0·16	0·26	4,45,724	0·24	0·38	59,418	0·03	0·05	E. I.
71,365	0·05	0·08	2,52,390	0·19	0·28	46,817	0·03	0·05	G. I. P.
28,975	0·07	0·11	99,406	0·24	0·38	9,512	0·02	0·04	M. & S. M.
12,243	0·11	0·17	38,001	0·35	0·54	4,471	0·04	0·06	N. S.
2,72,964	0·19	0·24	5.11,535	0·36	0·45	75,382	0·05	0·07	N. W.
6,651	0·03	0·07	92,287	0·41	0·91	2,900	0·01	0·03	S. I.
									3′ 3⅜″ Gauge.
7,759	0·03	0·06	63,890	0·26	0·46	5,016	0·02	0·04	A. B.
50,020	0·09	0·30	1,07,976	0·20	0·65	10,051	0·00	0·06	B. & N. W.
26,028	0·05	0·09	1,01,272	0·20	0·36	14,487	0·03	0·05	B. B. & C. I.
24,328	0·05	0·09	1,07,060	0·22	0·38	8,336	0·02	0·03	Burma.
16,349	0·06	0·11	89,010	0·34	0·61	13,435	0·05	0·09	E. B.
9,098	0·07	0·14	35,824	0·28	0·56	2,967	0·02	0·05	Jodhpur.
23,216	0·05	0·12	1,20,622	0·27	0·63	10,454	0·02	0·05	M. & S. M.
9,772	0·11	0·19	25,165	0·28	0·49	4,572	0·05	·09	N. S.
12,422	0·11	0·39	28,703	0·26	0·90	948	0·01	0·03	R. & K.
22,434	0·04	0·10	1,68,826	0·28	0·72	7,151	0·01	0·03	S. I.
									2′ 6″ & 2′ 0″ Gauges.
7,242	0·07	0·18	4,207	0·04	0·10	..	..	..	B. N.
698	0·03	0·09	6,658	0·26	0·84	20	0·00	0·00	B. B. & C. I.
106	0·02	0·09	577	0·08	0·48	7	0·00	0·01	E. B.
454	0·01	0·10	110	0·00	0·02	..	..	..	G. I. P.
10,798	0·16	0·17	24,386	0·35	0·39	3,627	0·05	0·06	N. W.
641	0·06	0·17	4,284	0·41	1·13	..	..	..	S. I.

in trains, booked in accounts against C-III.
do. do.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*

Railway.	Total Operating Expenses—(E.III).			Total expenses of Traffic Department (Total Abstract E.)*		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
229	230	231	232	233	234	235
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	85,97,027	10·4	15·1	99,81,398	12·1	17·5
Bombay, Baroda and Central India	59,95,710	15·2	16·0	69,50,603	17·6	18·5
Eastern Bengal	48,43,651	10·7	15·6	56,41,775	12·5	18·2
East Indian	2,02,27,207	10·8	17·1	2,31,12,212	12·4	19·6
Great Indian Peninsula	1,15,22,034	8·46	12·6	1,33,21,449	9·78	14·5
Madras and Southern Mahratta	34,41,979	8·46	13·3	38,94,184	9·57	15·0
Nizam's State	9,15,816	8·38	13·1	10,50,583	9·61	15·0
North Western	1,55,28,537	10·9	13·6	1,77,91,466	12·4	15·6
South Indian	11,04,106	4·89	10·9	12,86,516	5·70	12·7
3′ 3½″ Gauge.						
Assam-Bengal	20,59,351	8·47	14·8	24,26,803	9·98	17·4
Bengal and North-Western	28,00,249	4·72	16·7	§33,06,428	5·64	19·8
Bombay, Baroda and Central India	36,94,476	7·33	13·2	42,56,931	8·45	15·2
Burma	36,83,794	7·75	13·0	43,64,555	9·19	15·4
Eastern Bengal	21,97,171	8·27	15·1	26,20,874	9·86	18·0
Jodhpur	8,31,305	6·47	13·0	9,84,899	7·67	15·4
Madras and Southern Mahratta	28,76,513	6·54	15·0	32,58,942	7·41	17·0
Nizam's State	7,06,880	7·80	13·8	8,06,474	8·90	15·8
Rohilkund and Kumaon	3,84,144	3·46	12·1	‡4,88,224	4·39	15·4
South Indian	32,08,825	5·28	13·7	36,43,750	6·00	15·6
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	6,38,199	5·93	15·6	7,08,159	6·58	17·3
Bombay, Baroda and Central India	1,17,719	4·65	14·8	1,30,446	5·16	16·4
Eastern Bengal	18,743	2·72	15·7	21,473	3·11	18·0
Great India Peninsula	67,643	2·08	14·6	67,941	2·09	14·6
North Western	6,87,112	9·88	10·9	8,04,220	11·6	12·8
South Indian	53,490	5·17	14·2	68,943	6·66	18·2

* Excluding Depreciation or Replacement and Renewals as the case may be.
‡ Exclusive of value of stores returned to stock Rs. 1,113.
§ Excludes credits received for working the Link Rs. 59,201, but includes Replacement and Renewals taken under the respective preceding heads

Class I Railways for the year 1935-36—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a).]			Accounts and Audit Department—[F. I. 5 (b)]			Stores Department—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
236	237	238	239	240	241	242	243	244	245	246	247	248
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
3,08,931	0·37	0·54	4,39,944	0·53	0·77	10,94,678	1·33	1·93	5,93,243	0·72	1·04	B. N.
1,92,118	0·49	0·51	3,20,137	0·81	0·85	7,32,834	1·86	1·95	4,43,718	1·12	1·18	B. B. & C. I.
..	..	..	3,65,637	0·81	1·18	6,65,947	1·48	2·15	3,39,583	0·75	1·09	E. B.
262	0·00	0·00	3,88,590	0·21	0·33	26,03,318	1·39	2·21	12,22,215	0·65	1·04	E. I.
..	..	..	3,04,299	0·22	0·33	17,48,336	1·28	1·90	7,13,083	0·52	0·78	G. I. P.
1,76,277	0·43	0·68	1,83,329	0·45	0·71	4,63,302	1·14	1·78	2,18,363	0·54	0·84	M. & S. M.
91,865	0·84	1·31	1,55,544	1·42	2·22	1,87,233	1·71	2·68	87,931	0·80	1·26	N. S.
†1,07,066	†0·08	†0·09	‡10,35,888	‡0·73	‡0·91	‡25,80,423	‡1·80	‡2·26	‡9,65,694	‡0·68	‡0·85	N. W.
99,747	0·44	0·98	1,01,805	0·45	1·00	2,54,365	1·13	2·51	1,52,979	0·68	1·51	S. I.
												3′ 3⅜″ Gauge.
1,74,263	0·72	1·25	1,39,434	0·57	1·00	2,76,500	1·14	1·98	1,13,345	0·47	0·81	A. B.
2,37,591	0·43	1·42	1,29,260	0·24	0·77	4,60,817	0·84	2·76	75,612	0·14	0·45	B. & N. W.
2,43,800	0·48	0·87	2,39,190	0·47	0·85	5,47,224	1·09	1·95	3,02,250	0·60	1·08	B. B. & C. I.
..	..	..	3,31,251	0·70	1·17	4,27,315	0·90	1·51	1,63,756	0·34	0·58	Burma.
..	..	..	1,86,933	0·70	1·28	3,40,468	1·28	2·34	87,375	0·33	0·60	E. B.
73,286	0·57	1·14	76,289	0·59	1·19	1,84,396	1·44	2·88	78,647	0·61	1·23	Jodhpur.
2,12,743	0·48	1·11	1,38,747	0·32	0·72	3,17,740	0·72	1·65	1,37,398	0·31	0·72	M. & S. M.
66,519	0·73	1·30	1,13,357	1·25	2·22	1,34,621	1·49	2·63	63,776	0·70	1·25	N. S.
76,609	0·68	2·42	50,402	0·45	1·59	1,33,483	1·20	4·22	20,819	0·19	0·66	R. & K.
2,33,023	0·38	1·00	1,91,342	0·32	0·82	5,06,913	0·84	2·17	3,03,476	0·50	1·30	S. I.
												2′ 6″ & 2′ 0″ Gauges.
1,02,420	0·95	2·51	15,696	0·15	0·38	44,560	0·41	1·09	20,894	0·19	0·51	B. N.
5,783	0·23	0·73	6,439	0·25	0·81	16,400	0·65	2·06	1,439	0·06	0·18	B. B. & C. I.
..	..	..	1,375	0·20	1·15	2,505	0·37	2·10	564	0·08	0·47	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
†1,605	†0·02	†0·03	‡23,182	‡0·33	‡0·37	‡42,417	‡0·61	‡0·67	‡12,423	‡0·18	‡0·20	N. W.
8,454	0·81	2·24	1,089	0·11	0·29	4,252	0·41	1·12	3,349	0·32	0·89	S. I.

†Includes expenditure on a/c of leave allowances paid in England, booked in a/cs under the detailed head 'F. I. 4 (*a*) to (*g*).' Rs. 1,06,867.
‡Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/cs under the detailed head 'F. I. 4 (*a*) to (*g*).'

30 —*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE F.—EXPENSES OF

Railway.	Medical Department—[F. I. 5 (e)].			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g)].		
	Total amount.	Per-train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
249	250	251	252	253	254	255	256	257	258
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	5,51,757	0·67	0·97	3,75,645	0·46	0·66	4,74,366	0·57	0·83
Bombay, Baroda and Central India	2,76,483	0·70	0·74	3,34,503	0·85	0·89	4,45,300	1·13	1·19
Eastern Bengal	3,05,876	0·68	0·99	1,50,133	0·33	0·48	3,24,471	0·72	1·05
East Indian	8,49,959	0·46	0·72	5,78,769	0·31	0·49	7,79,840	0·42	0·66
Great Indian Peninsula	5,98,222	0·44	0·65	11,43,544	0·84	1·25	4,27,769	0·32	0·47
Madras and Southern Mahratta	2,42,636	0·60	0·93	2,09,338	0·51	0·81	3,19,812	0·79	1·23
Nizam's State	91,381	0·84	1·31	53,132	0·49	0·76	89,922	0·82	1·29
North Western	*7,16,249	*0·50	*0·63	*8,49,062	*0·59	*0·75	*10,57,808	*0·74	*0·93
South Indian	81,493	0·36	0·80	58,954	0·26	0·58	94,901	0·42	0·94
3′ 3⅜″ Gauge.									
Assam-Bengal	1,88,977	0·78	1·36	84,968	0·35	0·61	1,20,158	0·49	0·86
Bengal and North-Western	1,34,983	0·24	0·81	1,82,445	0·33	1·09	1,10,180	0·20	0·66
Bombay, Baroda and Central India	2,87,769	0·57	1·03	2,86,413	0·57	1·02	4,05,224	0·80	1·45
Burma	3,09,097	0·65	1·09	2,43,496	0·51	0·86	78,739	0·17	0·28
Eastern Bengal	1,03,503	0·39	0·71	61,155	0·23	0·42	54,821	0·21	0·38
Jodhpur	26,671	0·21	0·42	56,299	0·44	0·88	25,927	0·20	0·40
Madras and Southern Mahratta	1,68,976	0·38	0·88	1,70,681	0·39	0·89	2,08,598	0·48	1·09
Nizam's State	68,739	0·76	1·34	44,743	0·49	0·88	98,509	1·09	1·93
Rohilkund and Kumaon	28,466	0·26	0·90	31,584	0·28	0·99	34,120	0·31	1·08
South Indian	1,88,874	0·31	0·81	1,24,308	0·20	0·53	2,46,669	0·41	1·06
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	37,564	0·35	0·92	15,026	0·14	0·37	25,562	0·24	0·63
Bombay, Baroda and Central India	1,391	0·05	0·17	4,355	0·17	0·55	13,801	0·54	1·73
Eastern Bengal	279	0·04	0·23	11	0·00	0·01	96	0·02	0 08
Great Indian Peninsula	..	..	...	..	..	..	..	..	..
North Western	*24,685	*0·35	*0·39	*22,654	*0·33	*0·36	*46,283	*0·67	*0·74
South Indian	3,133	0·31	0·83	1,754	0·17	0·46	9,446	0·91	2·50

* Excludes expenditure on a/c of 'Leave Allowances paid in England' booked in a/cs under the detailed head 'F. I. 4 (*a*) to (*g*).

Class I Railways for the year 1935-36—contd.

$\frac{\text{Depreciation Reserve Fund}}{\text{Replacement and Renewal Works}}$ which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Total expenses of General Department (Total Abstract F).*			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
259	260	261	262	263	264	265	266	267	268
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
39,96,089	4·84	7·02	6,23,969	0·76	1·10	46,20,058	5·60	8·12	B. N.
28,55,181	7·24	7·61	14,350	0·04	0·04	28,69,531	7·28	7·65	B. B. & C. I.
22,12,270	4·90	7·14	2,48,238	0·55	0·80	24,60,508	5·45	7·94	E B.
66,14,470	3·54	5·60	13,81,370	0·74	1·17	79,95,840	4·28	6·77	E. I.
51,61,950	3·79	5·63	9,45,785	0·70	1·03	61,07,735	4·49	6·66	G. I. P.
19,47,784	4·79	7·50	2,12,029	0·52	0·82	21,59,813	5·31	8·32	M. & S. M.
7,74,180	7·08	11·1	64,543	0·59	0·92	8,38,723	7·67	12·0	N. S.
75,77,492	5·30	6·65	7,77,121	0·64	0·68	83,54,613	5·84	7·33	N. W.
8,65,123	3·83	8·53	93,541	0·42	0·92	9,58,664	4·25	9·45	S. I.
									3′ 3⅜″ Gauge.
11,29,814	4·65	8·10	76,562	0·32	0·55	12,06,376	4·97	8·65	A. B.
14,63,959	2·66	8·75	1,95,023	0·36	1·17	†16,58,982	3·02	9·92	B. & N. W.
24,05,124	4·77	8·58	2,633	0·01	0·01	24,07,757	4·78	8·59	B. B. & C. I
16,33,433	3·44	5·77	2,30,183	0·48	0·81	18,63,616	3·92	6·58	Burma.
8,65,779	3·26	5·94	91,028	0·34	0·62	9,56,807	3·60	6·56	E. B.
5,36,704	4·18	8·38	1,01,400	0·79	1·58	6,38,104	4·97	9·96	Jodhpur.
14,33,019	3·26	7·47	2,88,448	0·65	1·50	17,21,467	3·91	8·97	M. & S. M.
6,02,872	6·65	11·8	1,11,798	1·23	2·19	7,14,670	7·88	14·0	N. S.
4,01,020	3·60	12·7	37,383	0·34	1·18	‡4,38,403	3·94	13·9	R. & K.
18,57,366	3·06	7·95	2,21,434	0·36	0·95	20,78,800	3·42	8·90	S. I.
									2′ 6″ & 2′ 0″ Gauges.
2,67,303	2·48	6·55	49,504	0·46	1·21	3,16,807	2·94	7·76	B. N.
51,720	2·04	6·50	..	..	..	51,720	2·04	6·50	B. B. & C. I.
5,062	0·74	4·24	1,044	0·15	0·87	6,106	0·89	5·11	E. B
2,838	0·09	0·61	3,866	0·12	0·83	6,704	0·21	1·44	G. I P.
1,78,069	2·56	2·84	81,666	1·17	1·30	2,59,735	3·73	4·14	N W
32,767	3·17	8·67	5,292	0·51	1·40	38,059	3·68	10·1	S. I.

*Excluding Depreciation or Replacement and Renewals as the case may be.

‡Excludes credits received for working the Link Rs. 39,467, but includes Replacement and Renewals taken under the preceding detailed heads.

‡Exclusive of value of stores returned to stock Rs. 8.

30.—*Analysis of operating expenses of* **Class I Railways** *for the year 1935-36*—contd.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TABLE G.—MISCELLANEOUS EXPENSES.

Railway.	Total General Administration—(G. I.)			Total Miscellaneous Expenses (total Abstract G.).*		
	Total amount	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
269	270	271	272	273	274	275
5′ 6″ Gauge.	Rs.	As.		Rs.	As.	
Bengal Nagpur	40,73,564	4·94	7·16	46,28,743	5·61	8·14
Bombay, Baroda and Central India	26,59,820	6·75	7·09	26,92,121	6·83	7·18
Eastern Bengal	21,41,136	4·74	6·91	23,35.179	5·17	7·54
East Indian	81,85,323	4·38	6·94	89,50,396	4·79	7·58
Great Indian Peninsula	55,18,589	4·05	6·01	57,49,156	4·22	6·26
Madras and Southern Mahratta	16,72,305	4·11	6·44	†19,33,195	4·75	7·45
Nizam's State	5,48,202	5·02	7·84	5,66,814	5·19	8·19
North Western	58,23,603	4·07	5·11	63,06,651	4·41	5·53
South Indian	6,75,336	2·99	6·65	7,71,294	3·42	7·60
3′ 3⅜″ Gauge.						
Assam-Bengal	7,81,064	3·21	5·60	8,31,583	3·42	5·96
Bengal and North-Western	6,59,016	0·07	3·93	§7,19,658	0·08	4·29
Bombay, Baroda and Central India	17,34,147	3·44	6·19	17,58,426	3·49	6·28
Burma	17,39,904	3·66	6·14	17,43,200	3·67	6·15
Eastern Bengal	9,83,305	3·70	6·74	10,76,966	4·05	7·38
Jodhpur	2,60,434	2·03	4·06	6,57,736	5·12	10·3
Madras and Southern Mahratta	9,38,846	2·14	4·89	†11,16,734	2·54	5·82
Nizam's State	4,01,444	4·43	7·85	4,14,613	4·57	8·11
Rohilkund and Kumaon	80,118	0·72	2·53	‡80,118	0·72	2·53
South Indian	16,77,599	2·76	7·18	19,85,024	3·27	8·49
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	1,43,873	1·34	3·52	1,49,700	1·39	3·66
Bombay, Baroda and Central India	19,360	0·77	2·43	19,360	0·77	2·43
Eastern Bengal	4,948	0·72	4·14	4,954	0·72	4·15
Great Indian Peninsula	7,376	0·23	1·59	7,376	0·23	1·59
North Western	1,81,858	2·61	2·89	1,88,073	2·70	2·99
South Indian	8,346	0·81	2·21	8,989	0·87	2·38

* Excluding Depreciation or Replacement and Renewals as the case may be.
† Excludes Provident Fund Bonus and Gratuity figures taken under heads A I and A II of Table A. (B. G. Rs. 1,64,858 M. G. Rs. 1,63,869).
§ Excludes credits received for working the Link Rs. 49,334 but includes Replacement and Renewals.
‡ Exclusive of value of stores returned to stock Rs. 202.

30.—*Analysis of operating expenses of* ***Class I Railways for the year 1935-36*** - concld.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total	Total Amount.	Percentage of Total.	
276	277	278	279	280	281	282	283	284	285
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,37,88,331	24·2	1,91,08,988	33·6	1,84,89,448	32·5	55,08,080 (c)	9·68	5,68,94,847
Bombay, Baroda and Central India	87,26,981	23·2	96,33,995	25·7	1,45,50,978	38·8	46,04,969	12·3	3,75,16,923
Eastern Bengal	72,40,534	23·4	88,50,470	28·6	92,72,806	29·9	56,18,462	18·1	3,09,82,272
East Indian	2,54,21,884	21·5	2,99,69,078	25·4	3,86,22,210	32·7	2,40,18,214	20·4	11,80,31,386
Great Indian Peninsula	1,81,25,359	19·8	2,14,66,912	23·4	3,19,89,204	34·8	2,02,08,809	22·0	9,17,90,284
Madras and Southern Mahratta	58,94,914 (a)	22·7	70,13,698 (b)	27·0	92,62,001	35·7	37,76,726	14·6	2,59,47,339
Nizam's State	20,24,842	28·9	19,36,471	27·7	20,71,564	29·6	9,63,442 (d)	13·8	69,96,319
North Western	2,25,13,666	19·7	2,79,99,294	24·6	4,05,43,325	35·6	2,28,93,564	20·1	11,39,49,849
South Indian	24,37,751	24·0	23,15,369	22·8	42,15,499	41·5	11,82,212	11·7	1,01,50,831
3′ 3⅜″ GAUGE.									
Assam Bengal	34,90,944	25·0	41,85,355	30·0	42,50,228	30·5	20,27,376	14·5	1,39,53,903
Bengal and North Western	39,15,554	22·9	70,01,312	40·9	62,01,588	36·2	†(d)	..	*1,71,18,454
Bombay, Baroda and Central India	72,69,725	25·9	77,29,096	27·6	96,67,965	34·5	33,50,459	12·0	2,80,17,245
Burma	66,36,884	23·4	68,17,093	24·1	90,44,343	31·9	58,37,819	20·6	2,83,36,139
Eastern Bengal	31,71,029	21·7	39,38,049	27·0	45,92,368	31·5	28,86,428	19·8	1,45,87,874
Jodhpur	13,50,015	21·0	16,06,145	25·1	24,41,398	38·1	10,11,963 (d)	15·8	64,09,521
Madras and Southern Mahratta	42,48,675 (a)	22·1	53,83,298 (b)	28·1	73,08,237	38·0	22,59,610	11·8	§1,91,99,820
Nizam's State	15,54,017	30·4	15,42,130	30·2	14,97,937	29·3	5,16,791 (d)	10·1	51,11,875
Rohilkund and Kumaon	7,94,759	25·1	9,82,723	31·1	10,47,090	33·1	3,40,963 (d)	10·7	‡ 31,65,535
South Indian	58,90,591	25·2	53,89,556	23·1	91,17,541	39·0	29,70,035	12·7	2,33,67,723
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	8,52,972	20·9	15,40,590	37·7	13,60,008	33·3	2,31,985 (c)	8·13	40,85,555
Bombay, Baroda and Central India	1,19,812	15·1	3,63,446	45·7	2,95,077	37·1	17,020	2·14	7,95,355
Eastern Bengal	18,901	15·8	33,103	27·7	55,520	46·5	11,869	9·94	1,19,393
Great Indian Peninsula	30,886	6·65	2,20,884	47·5	2,13,000	45·8	..	..	4,64,770
North Western	9,70,477	15·4	17,15,556	27·3	20,15,434	32·1	15,80,307	25·2	62,81,774
South Indian	1,17,982	31·2	94,452	25·0	1,42,165	37·6	23,283	6·16	3,77,882

* Excludes credits received for working the link Rs. 3,94,673.

‡ Exclusive of value of stores returned to stock Rs. 2,199.

† Included in the preceding Heads:—
State Share .. .. Rs. 9,14,166
Company's Share .. Rs. 8,65,294

§ Excludes Rs. 4,87,160, the expenses of Mormugao Harbour.

(*a*) Excludes. (*b*) Includes Rs. 1,09,775 detailed below—

(*i*) P. F. Bonus and gratuity taken under 'A.-II', but booked in a/cs under 'G. I.' .. .. { B. G. 56,325 / M. G. 56,211 } = 1,12,536

(*ii*) 'Furniture and Sundries' taken under 'A.-I.' but booked in a/cs under 'A. II' .. .. { B. G. 1,836 / M. G. 925 } = 2,761

Total .. 1,09,775

(*c*) Includes Rs. 1,53,088 (B. G. Rs. 1,42,149 and N. G. Rs. 10,939), on a/c of 'Non-wasting assets' accounted for under 'Replacements and Renewals' in abst. 'A' of C & R A/cs.

(*d*) These figures are for the entire system while corresponding figures in Finance and Revenue Accounts pertain to State lines only.

31.—*Statement of Oil Consumption on Class I Railways during the years 1934-35 and 1935-36.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal Nagpur	*1934-35*	*357,275*	*484,450*	*5·99*	*6·62*	*559,219*	*1·52*
	1935-36	355,146	542,826	5·89	6·48	506,235	1·26
Bombay, Baroda and Central India	*1934-35*	*293,084*	*135,805*	*6·24*	*7·09*	*167,130*	*0·92*
	1935-36	280,252	133,488	6·06	6·89	180,883	1·04
Eastern Bengal	*1934-35*	*479,234*	*115,349*	*8·81*	*7·73*	*235,071*	*1·31*
	1935-36	510,536	109,210	9·04	7·87	237,699	1·42
East Indian	*1934-35*	*1,417,180*	*1,122,395*	*8·18*	*8·36*	*1,419,702*	*1·45*
	1935-36	1,506,038	1,118,590	8·43	8·24	1,445,289	1·47
Great Indian Peninsula	*1934-35*	*947,902*	*809,626*	*7·75*	*11·1*	*827,690*	*1·68*
	1935-36	938,255	739,069	7·62	10·1	770,897	1·56
Madras and Southern Mahratta	*1934-35*	*485,226*	*224,733*	*10·6*	*11·9*	*260,087*	*1·72*
	1935-36	470,358	237,812	10·4	11·0	247,807	1·52
Nizam's State	*1934-35*	*89,929*	*55,998*	*7·37*	*8·56*	*49,635*	*1·07*
	1935-36	80,448	51,927	7·07	8·30	49,524	1·08
North Western	*1934-35*	*1,465,608*	*816,005*	*8·92*	*11·9*	*1,392,567*	*2·31*
	1935-36	1,620,173	863,154	9·55	12·2	1,352,110	2·18
South Indian	*1934-35*	*292,055*	*74,999*	*10·5*	*9·86*	*64,349*	*1·13*
	1935-36	344,300	82,996	11·3	9·82	69,844	1·08
Total	*1934-35*	*5,827,493*	*3,839,360*	*8·25*	*9·23*	*4,975,450*	*1·65*
	1935-36	6,105,506	3,879,072	8·46	8·95	4,860,288	1·58
3′ 3⅜″ GAUGE.							
Assam Bengal	*1934-35*	*181,688*	*33,292*	*5·55*	*6·77*	*134,653*	*1·30*
	1935-36	188,239	32,086	5·32	7·23	130,437	1·30
Bengal and North Western	*1934-35*	*†271,762*	*147,250*	*4·61*	*5·24*	*236,360*	*1·15*
	1935-36	*294,084	134,374	4·68	5·21	255,423	1·15
Bombay, Baroda and Central India	*1934-35*	*309,316*	*139,222*	*5·42*	*5·48*	*345,544*	*1·09*
	1935-36	279,687	126,642	4·85	4·91	359,714	1·53
Burma	*1934-35*	*345,794*	*207,882*	*6·64*	*9·87*	*159,521*	*0·83*
	1935-36	354,649	195,828	6·44	9·92	143,370	0·76
Eastern Bengal	*1934-35*	*177,428*	*64,326*	*6·42*	*5·59*	*127,174*	*1·10*
	1935-36	203,992	66,228	6·53	5·58	132,345	1·09
Jodhpur	*1934-35*	*79,722*	*20,868*	*5·26*	*4·74*	*47,435*	*0·84*
	1935-36	84,625	20,754	5·20	4·21	49,937	0·77
Madras and Southern Mahratta	*1934-35*	*340,376*	*217,839*	*7·05*	*8·44*	*133,568*	*0·88*
	1935-36	341,506	212,180	7·08	8·76	130,703	0·89
Nizam's State	*1934-35*	*81,428*	*34,952*	*7·10*	*8·51*	*20,030*	*0·67*
	1935-36	72,699	30,503	6·69	7·79	18,312	0·65
Rohilkund and Kumaon	*1934-35*	*§‖62,363*	*9,469*	*‖4·10*	*4·14*	*44,190*	*1·30*
	1935-36	‡61,870	9,701	4·01	4·10	41,245	1·19
South Indian	*1934-35*	*426,619*	*98,672*	*5·83*	*6·08*	*293,788*	*1·64*
	1935-36	435,953	89,471	5·93	5·94	271,549	1·54
Total	*1934-35*	*‖2,276,496*	*973,772*	*5·81*	*6·77*	*1,542,263*	*1·10*
	1935-36	2,317,304	917,767	5·70	6·65	1,533,035	1·16

* Includes 76 pints of oil on account of engine power supplied by the R. and K. Railway.
† " 78 " " " " " " " "
‡ Excludes 76 points of oil on account of engine power supplied to B. and N. W. Railway.
§ " 78 " " " " " " " "
‖ Revised figure.

31.—*Statement of Oil Consumption on Class I Railways during the years 1934-35 and 1935-36.*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ AND 2′ 0″ GAUGES.			
Bengal Nagpur	*1934-35*	*79,969*	*3·74*
	1935-36	81,595	3·77
Bombay, Baroda and Central India	*1934-35*	*24,240*	*5·58*
	1935-36	24,813	5·54
Eastern Bengal	*1934-35*	*8,048*	*6·70*
	1935-36	7,611	6·88
Great Indian Peninsula	*1934-35*	*52,088*	*10·4*
	1935-36	53,968	10·5
North Western	*1934-35*	*119,121*	*8·87*
	1935-36	118,735	8·94
South Indian	*1934-35*	*7,617*	*4·65*
	1935-36	8,780	5·07
Total	*1934-35*	*291,083*	*6·19*
	1935-36	295,502	6·24

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3·01. Route mileage	*1935* ..	*21·25*	*44·00*	*18·14*
	1936 ..	21·25	44·00	18·14
3·02. Track mileage (excluding sidings) ..	*1935* ..	*62·54*	*88·00*	*36·28*
	1936 ..	62·54	88·00	36·28
4. Mileage open for electric service on 31st March.	*1935* ..	*21·25*	*44·00*	*18·14*
	1936 ..	21·25	44·00	18·14
5. No. of sub-power stations on 31st March ..	*1935* ..	*3*	*4*	*4*
	1936 ..	3	4	4
6. No. of electric railway stations on 31st March	*1935* ..	*21*	*28*	*14*
	1936 ..	21	28	14
7. Mileage of transmission cable on 31st March ..	*1935* ..	*†61·00*	*40·98*	*41·49*
	1936 ..	†61·00	40·98	41·49
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1934-35* ..	*40*	*§53*	*24*
	1935-36 ..	40	§53	24
8·02. Trailer coaches	*1934-35* ..	*120*	*153*	*48*
	1935-36 ..	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1934-35* ..	*40*	*§53*	*24*
	1935-36 ..	40	§53	24
9·02. Trailer coaches	*1934-35* ..	*120*	*153*	*48*
	1935-36 ..	120	152	48
9·03. Train units*	*1934-35* ..	*40*	*51*	*24*
	1935-36 ..	40	50	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1934-35* ..	*4*	*10*	..
	1935-36 ..	4	10	1
10·02. Percentage of item 9·01 ..	*1934-35* ..	*10·0*	*18·9*	*1·67*
	1935-36 ..	10·0	18·9	3·12
10·03. Trailer coaches	*1934-35* ..	*10*	*18*	*1*
	1935-36 ..	9	19	2
10·04 Percentage of item 9·02	*1934-35* ..	*8·33*	*11·8*	*1·67*
	1935-36 ..	7·50	12·5	3·12

‡ Figures for items 8 onwards include Statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan-Asangaon and Kalyan Karjat which sections are also utilized for main line traffic.

*A train unit is a motor coach and three trailers.

†Overhead 26·50 miles and underground 34·50 miles.

§Includes 2 spare motor coaches.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1934-35* ..	*36*	*43*	*24*
	1935-36 ..	36	43	23
11·02. Trailer coaches	*1934-35* ..	*110*	*135*	*47*
	1935-36 ..	111	133	47
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1934-35* ..	*35*	*37*	*19*
	1935-36 ..	35	38	20
12·02. Trailer coaches	*1934-35* ..	*87*	*111*	*38*
	1935-36 ..	88	114	40
12·03. Train units*	*1934-35* ..	*35*	*37*	*19*
	1935-36 ..	35	38	20
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1934-35* ..	*1*	*6*	*5*
	1935-36 ..	1	5	3
13·02. Trailer coaches	*1934-35* ..	*23*	*24*	*9*
	1935-36 ..	23	19	7
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1934-35* ..	*142,860*	*843,878*	*247,890*
	1935-36 ..	129,699	927,462	284,798
14·02. Total two unit traffic trains	*1934-35* ..	*958,387*	*1,146,667*	*286,775*
	1935-36 ..	971,441	1,122,516	231,132
14·02.(*a*) Total three unit traffic trains ..	*1934-35* ..	*Nil*	*Nil*	*6,097*
	1935-36 ..	Nil	Nil	7,183
14·02. (*d*) Total four unit traffic trains ..	*1934-35* ..	*Nil*	*Nil*	*10*
	1935-36 ..	Nil	Nil	Nil
14·03. Total traffic trains	*1934-35* ..	*2,059,634*	*3,137,212*	*839,771*
	1935-36 ..	2,072,581	3,172,494	768,611
14·04. Other trains	*1934-35* ..	*34,346*	*Nil*	*Nil*
	1935-36 ..	49,658	154	Nil
15. Hours—				
15·01. Traffic trains	*1934-35* ..	*103,171*	*140,389*	*38,290*
	1935-36 ..	104,198	138,709	35,026
15·02. Other	*1934-35* ..	*2,582*	*26,222*	*Nil*
	1935-36 ..	3,443	27,486	Nil
15·03. Total	*1934-35* ..	*105,753*	*166,611*	*38,290*
	1935-36 ..	107,641	166,195	35,026
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1934-35* ..	*7,439,602*	*12,548,848*	*2,519,313*
	1935-36 ..	7,318,874	12,689,976	2,305,833
16·02. Other trains	*1934-35* ..	*124,939*	*Nil*	*Nil*
	1935-36 ..	176,225	616	Nil

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1934-35* ..	*164*	*232*	*121*
	1935-36 ..	166	228	105
17·02. Train unit miles per day per train unit on line.	*1934-35* ..	*143*	*169*	*96*
	1935-36 ..	145	173	88
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1934-35* ..	*8·28*	*12·3*	*5·52*
	1935-36 ..	8·38	11·9	4·78
18·02. Train unit hours per day per train unit on line.	*1934-35* ..	*7·24*	*8·95*	*4·37*
	1935-36 ..	7·35	9·08	3·99
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1934-35* ..	*143*	*169*	*96*
	1935-36 ..	145	170	88
19·02. Trailer coach miles per day per trailer coach unit on line.	*1934-35* ..	*125*	*169*	*96*
	1935-36 ..	122	171	88
20. Motor coach failures—				
20·01. Number	*1934-35* ..	*Nil*	*202*	*11*
	1935-36 ..	1	393	31
20·02. Motor coach miles per motor coach failure (in units).	*1934-35* ..	*Nil*	*15,531*	*76,343*
	1935-36 ..	303,177	8,073	24,794
21. Power supply failures—				
21·01. Failures originating at source of supply	*1934-35* ..	*Nil*	*Nil*	*5*
	1935-36 ..	1	Nil	7
21·02. Failures originating at sub-station	*1934-35* ..	*Nil*	*Nil*	*10*
	1935-36 ..	Nil	Nil	15
21·03. Failures on account of overhead track equipment.	*1934-35* ..	*Nil*	*10*	*24*
	1935-36 ..	Nil	8	15
22. Number of passengers carried—				
22·01. First Class	*1934-35* ..	*23,631*	*16,666*	*3,472*
	1935-36 ..	22,339	13,596	3,164
22·02. Second Class	*1934-35* ..	*1,378,520*	*631,725*	*155,240*
	1935-36 ..	1,294,601	574,782	141,226
22·03. Third Class	*1934-35* ..	*32,903,827*	*28,438,194*	*7,546,624*
	1935-36 ..	33,714,580	29,566,444	6,978,915
22·04. Total	*1934-35* ..	*34,305,978*	*29,086,585*	*7,705,336*
	1935-36 ..	35,031,520	30,154,822	7,123,305

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1934-35 and 1935-36*—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1934-35* ..	*195,701*	*198,862*	*23,952*
	1935-36 ..	188,623	165,952	21,113
23·02. Second Class	*1934-35* ..	*9,568,932*	*4,732,474*	*1,108,122*
	1935-36 ..	9,293,656	4,344,525	988,195
23·03. Third Class	*1934-35* ..	*238,497,701*	*208,776,576*	*46,845,024*
	1935-36 ..	245,059,845	216,988,155	42,686,906
23·04. Total	*1934-35* ..	*248,262,334*	*213,707,912*	*47,977,098*
	1935-36 ..	254,542,124	221,498,632	43,696,214
24. Earnings from passengers carried—				
24·01. First Class	*1934-35* ..	*7,561*	*7,302*	*895*
	1935-36 ..	7,038	6,178	761
24·02. Second Class	*1934-35* ..	*2,18,315*	*1,04,496*	*16,774*
	1935-36 ..	2,05,715	93,893	14.668
24·03. Third Class	*1934-35* ..	*28,20,096*	*24,67,381*	*6,30,312*
	1935-36 .	28,85,314	25,65,085	5,63,897
24·04. Total	*1934-35* ..	*30,45,972*	*25,79,179*	*6,47,981*
	1935-36 ..	30,98,067	26,65,156	5,79,326
25. Earnings from, and cost of, electric train working—				
25·01. Earnings per passenger mile. Pies	*1934-35* ..	*2·36*	*2·32*	*2·59*
	1935-36 ..	2·34	2·31	2·55
25·02. Cost per passenger mile. Pies	*1934-35* ..	*1·62*	*3·36*	**1·26*
	1935-36 ..	1·54	3·21	1·45
25·03. Earnings per train mile. Rs.	*1934-35* ..	*1·52*	*0·82*	**0·80*
	1935-36 ..	1·53	0·84	0·81
25·04. Cost per train mile. Rs.	*1934-35* ..	*1·02*	*1·19*	**0·39*
	1935-36 ..	0·98	1·17	0·46
26. Gross ton miles (including Departmental)	*1934-35* ..	*404,027,347*	*564,943,665*	*63,819,532*
	1935-36 ..	402,081,930	571,499,550	58,399,635
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1934-35* ..	*27,281,711*	*38,485 374*	*5,047,623*
	1935-36 ..	27,439,920	39,516,158	4,840,703
27·02. Kilo-watt hours per train unit mile	*1934-35* ..	*13·0*	*12·6*	*5·67*
	1935-36 ..	12·9	12·6	5·81
27·03. Kilo-watt hours per 1,000 gross ton miles	*1934-35* ..	*67·5*	*70·0*	**60·6*
	1935-36 ..	68·2	70·0	60·3
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1934-35* ..	*41,147*	*139 778*	*13,669*
	1935-36 ..	39,007	127,621	13,636
28·02. Pints per 1,000 vehicle miles	*1934-35* ..	*5·44*	*11·1*	*5·40*
	1935-36 ..	5·20	10·1	5·91

33.—*Statement of Steam Coach and Rail Motor Performances on* ***Class I Railways*** *during the years 1934-35 and 1935-36.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1934-35*	*2*	*2*	*11*	*15·6*	*1*	*11,375*	*33·9*
	1935-36	2	2	14	18·6	Nil	Nil	23·7
Eastern Bengal	*1934-35*	*1*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1935-36	Nil	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	*1934-35*	*3*	*3*	*46*	*42·0*	*1*	*45,991*	*9·77*
	1935-36	3	3	27	24·6	Nil	Nil	12·2
Great Indian Peninsula	*1934-35*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1935-36	Nil	Nil	Nil	Nil	Nil	Nil	Nil
North Western	*1934-35*	*7*	*7*	*161*	*63·1*	*3*	*53,771*	*16·4*
	1935-36	7	7	163	63·5	4	40,659	16·1
Total	*1934-35*	*13*	*13*	*218*	*46·1*	*5*	*43,736*	*15·9*
	1935-36	12	12	204	46·4	4	50,815	16·1
3′ 3⅜″ GAUGE.								
Bombay Baroda & Central India.	*1934-35*	*3*	*3*	*71*	*65·0*	*2*	*35,389*	*16·4*
	1935-36	3	3	61	61·0	4	15,268	16·5
Eastern Bengal	*1934-35*	*2*	*2*	..	*0·20*	*Nil*	*Nil*	*16·6*
	1935-36	2	2	Nil	Nil	Nil	Nil	Nil
Nizam's State	*1934-35*	*2*	*2*	*1*	*1·00*	*1*	*1,027*	*29·0*
	1935-36	2	2	12	16·0	2	5,857	20·3
Total	*1934-35*	*7*	*7*	*72*	*28·2*	*3*	*23,984*	*16·6*
	1935-36	7	7	73	28·5	6	12,131	17·1
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1934-35*	*3*	*3*	*22*	*19·9*	*4*	*5,456*	*20·7*
	1935-36	3	3	18	16·8	2	9,249	21·3
North Western	*1934-35*	*3*	*3*	*38*	*34·6*	*Nil*	*Nil*	*12·6*
	1935-36	3	3	74	67·7	Nil	Nil	11 1
Total	*1934-35*	*6*	*6*	*60*	*27·2*	*4*	*14,914*	*15·6*
	1935-36	6	6	92	42·4	2	46,426	13·1

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
North Western	*1934-35*	*1*	*1*	*6*	*17·1*	*Nil*	*Nil*	*8·87*
	1935-36	1	1	4	11·7	Nil	Nil	10·1
3′ 3⅜″ GAUGE.								
South Indian	*1934-35*	*3*	*3*	*28*	*25·7*	*3*	*9,375*	*13·3*
	1935-36	3	3	24	22·2	4	6,086	13·4
2′ 6″ GAUGE.								
North Western	*1934-35*	*7*	*7*	*56*	*23·3*	*1*	*56,424*	*16·3*
	1935-36	7	7	63	24·8	1	63,426	14·1

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1936.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							Goods Wagons† (excluding wagons used exclusively on Railway service).			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3′ 3⅜″ Gauge.																
Bengal Dooars	19	..	..	..	59	125	99	374	2,600	8	67	435	15	450	5	10
Bhavnagar State	37	1	..	..	128	180	416	..	6,493	54	182	1,085	3	1,088	10	16
Bikaner State	54	..	..	..	132	198	243	393	6,161	34	166	1,210	..	1,210	15	56
Dibru-Sadiya	32	..	..	..	46	167	130	155	2,466	22	68	1,380	118	1,498	8	4
Gaekwar's Baroda State	22	..	..	..	155	90	133	..	4,888	1	156	319	9	328	3	14
Gondal	20	..	..	..	88	142	342	..	2,781	19	107	382	..	382	3	31
Jamnagar Dwarka	17	2	..	..	50	89	178	..	1,593	21	71	600	4	604	4	3
Junagad State	17	2	..	..	119	131	360	..	2,941	17	136	338	15	353	7	12
Morvi	21	3	..	..	92	152	288	..	2,769	26	118	312	..	312	..	2
Mysore	46	(*b*) 5	..	..	140	117	298	..	5,976	23	163	577	..	577	24	29
Total	285	13	..	..	1,009	1,391	2,487	922	38,668	225	1,234	6,638	164	6,802	79	177
2′ 6″ Gauge.																
Barsi Light	34	1	2	..	107	..	262	..	5,019	*11	118	270	8	278	2	14
Gaekwar's Baroda State	37	2	(*b*) 5	..	302	98	180	..	6,267	9	311	1,255	26	1,281	13	20
Mysore	10	..	..	..	27	..	30	..	1,352	..	27	81	..	81	3	10
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	253	4	257	4	1
Total	91	3	7	..	485	110	508	84	13,915	21	506	1,859	38	1,897	22	45
2′ 0″ Gauge.																
Darjeeling-Himalayan	35	2	..	..	107	234	266	..	2,173	26	133	523	..	523	..	..
Mysore	6	..	..	..	5	..	18	..	98	..	5	55	..	55	..	3
Total	41	2	..	..	112	234	284	..	2,271	26	138	578	..	578	..	3
Class III Railways.																
3′ 3⅜″ Gauge.																
Porbandar State	7	..	..	..	17	12	55	..	539	9	26	313	3	316	2	12
Udaipur-Chitorgarh	16	..	..	..	56	31	68	88	2,546	12	68	89	..	89	3	..
Total	23	..	..	..	73	43	123	88	3,085	21	94	402	3	405	5	12
2′ 6″ Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	14	24	..	44	432	4	18	129	..	129	..	1
Bankura-Damodar River.	7	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	(*c*)1
Barasat-Basirhat Light	10	..	..	..	37	59	..	177	1,171	..	37	64	..	64	..	3
Carried over	28	..	..	..	97	122	39	397	2,683	14	111	287	..	287	..	5

* Brake vans.

† In units.

(*b*) Includes 4 Internal Combustion Coaches.

(*c*) Inspection motor trollies.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1936*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	‡ Coaching Vehicles (excluding vehicles used exclusively on Railway service).							‡ Goods Wagons (excluding wagons used exclusively on Railway service).			‡ Railway service vehicles	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	28	..	..	..	97	122	39	397	2,683	14	111	287	..	287	..	5
CLASS III RAILWAYS—*concld.*																
2′ 6″ Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	2
Bukhtiarpur-Bihar Light.	5	..	..	..	21	30	24	119	575	..	21	68	..	68	..	3
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	§1
Cutch State . .	5	1	..	..	17	..	96	..	424	..	17	54	1	55	..	2
Dehri-Rohtas Light .	6	3	1	..	9	20	..	12	170	3	12	129	..	129	2	3
Dholpur-State .	6	..	..	..	9	22	..	..	404	..	9	115	3	118	..	2
Futwah-Islampur .	3	..	..	..	9	12	..	39	350	..	9	28	..	28	..	..
Jessore-Jhenidah .	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††	††
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezpore-Balipara Light.	3	..	..	..	19	12	..	40	670	*4	23	91	..	91	..	..
Total .	79	4	1	..	265	286	231	897	7,370	35	300	908	4	912	3	18
2′ 0″ Gauge.																
Gwalior Light	26	..	..	..	76	50	124	..	2,000	6	82	347	7	354	8	10
Howrah-Amta Light .	18	..	..	..	113	88	..	336	2,548	11	124	80	..	80	..	(*c*) 8
Howrah-Sheakhala Light.	3	..	..	..	24	32	..	84	592	..	24	11	..	11	..	8
Jagadhri Light .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekharapatnam Light.	†4	6	..	..	24	..	..	..	746	..	24	45	..	45	..	(§)2
Matheran Light .	3	4	..	..	26	85	77	..	134	(*b*)1	27	17	*2	19	2	(*a*) 3
Trivellore Light .	2	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total .	65	14	..	..	300	283	223	524	6,601	24	324	586	11	597	10	35

* Brake vans.
† Motor Locomotives.
(*a*) Includes one motor trolly.
†† Figures are not available.
‡ In units
§ Inspection motor trollies.
(*b*) Saloon.
(*c*) Includes 7 workmen Train Coaches which were not accounted for last year.

35.—*Statement of Net Additions to and reductions from Equipment of* ***Class II and III Railways*** *during the year 1935-36.*

Railway.	Locomotives.	Rail Motor cars.	Steam coaches.	Electric Motor Coaches.	†Coaching vehicles (excluding vehicles used exclusively on Railway service).							†Goods wagons (excluding wagons used exclusively on Railway service).			Railway Service Vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes. 1st	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3⅜" Gauge.																
Bengal Dooars	..	..	..	..	..	..	6	..	—8	..	..	..	..	..	..	..
Bhavnagar State	2	..	..	..	1	6	..	..	4	4	5	64	—1	63	..	..
Bikaner State	—1	..	..	..	—2	..	—12	..	—88	1	—1	..	..	..	..	..
Dibru Sadiya	..	..	..	..	..	..	2	—2	17	2	2	—74	..	—74	..	..
Gaekwar's Baroda State	3	..	..	..	..	..	..	..	..	1	1	..	1	1	..	3
Gondal	—3	..	..	..	..	—10	24	..	—28	—2	—2	5	..	5	..	..
Jamnagar Dwarka	—2	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	—1
Junagad State	..	..	..	..	3	1	—1	..	129	2	5	4	..	4	..	—4
Morvi	..	..	..	..	—4	..	..	..	—115	1	—3	15	..	15	..	..
Mysore	4	4	..	..	6	..	42	—243	790	—1	5	45	..	45	..	—2
Total	3	3	..	..	4	—3	61	—245	701	8	12	59	..	59	..	—4
2' 6" Gauge																
Barsi Light	..	..	..	..	—10	..	—36	..	12	8	—2	—5	5	..	2	..
Gaekwar's Baroda State	—2	..	..	..	..	..	..	..	..	—2	—2	..	..	..	..	—1
Mysore	..	..	..	..	..	..	..	..	..	..	..	4	..	4	1	..
Shahdara (Delhi) Saharanpur Light.	..	..	..	..	..	..	..	..	..	..	..	3	..	3	..	..
Total	—2	..	..	..	—10	..	—36	..	12	6	—4	2	5	7	3	—1
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—1	..	..	..	—16	..	—1	—3	..	—3	..	..
Mysore	..	..	..	..	..	..	..	..	..	..	..	8	..	8	..	—1
Total	..	..	..	..	—1	..	..	..	—16	..	—1	5	..	5	..	—1
Class III Railways.																
3' 3⅜" Gauge.																
Porbandar	1	..	..	..	..	..	..	..	..	1	1	—2	..	—2	..	..
Udaipur-Chitorgarh	1	..	..	..	7	7	12	10	268	1	8	..	..	..	1	..
Total	2	..	..	..	7	7	12	10	268	2	9	—2	..	—2	1	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	—18	—8	..	—24	—278	..	—18	56	..	56	..	..
Baraset Basirhat Light	..	..	..	..	—1	—4	..	—50	66	—3	—4	..	..	..	..	..
Bakhtiarpur-Bihar Light	..	..	..	..	4	..	..	41	89	..	4	..	..	..	..	..
Cutch State	..	..	..	..	1	..	6	..	..	..	1	5	..	5	..	..
Dholpur State	..	..	..	..	..	..	..	..	..	..	..	—1	..	—1	..	..
Tezpore-Balipara	—1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	—1	..	..	..	—14	—12	6	—33	—123	—3	—17	60	..	60	..	..
2' 0" Gauge.																
Gwalior Light	..	..	..	..	8	6	..	..	48	—10	—2	..	..	..	..	—1
Howrah-Amta Light	—1	..	..	..	—6	..	..	—22	—136	—2	—8	..	..	..	..	(c) 7
Howrah Sheakhala Light	..	..	..	..	2	—4	..	32	15	..	2	..	..	..	..	6
Matheran Light	1	1	..	..	—4	15	2	..	—6	—1	—5	..	..	..	..	..
Total	..	1	..	..	..	17	2	10	—79	—13	—13	..	..	..	..	(c) 12

†In units.

(c) See remark on page 214.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS II RAILWAYS.													
Barsi Light	2′ 6″	*1934-35*	..	*2,3*	..	*851,4*	*854,2*	*138,2*	..	*3,5*	..	*988,9*	*992,4*
		1935-36	..	2,5	..	896,6	899,1	172,2	..	3,2	..	1,068,1	1,071,3
Bengal Dooars	3′ 3⅜″	*1934-35*	*1,1*	*2,1*	*17,0*	*1,050,7*	*1,070,9*	*35,6*	*1,2*	*2,5*	*17,8*	*1,085,0*	*1,106,5*
		1935-36	8	2,0	15,7	1,019,0	1,037,5	28,3	1,0	2,4	16,4	1,046,0	1,065,8
Bhavnagar State	3′ 3⅜″	*1934-35*	*1,0*	*20,9*	..	*2,690,4*	*2,712,3*	*337,3*	*1,5*	*27,0*	..	*3,021,1*	*3,049,6*
		1935-36	9	21,2	..	2,706,0	2,728,1	320,4	1,4	27,4	..	3,019,7	3,048,5
Bikaner State	3′ 3⅜″	*1934-35*	*1,0*	*5,2*	*11,0*	*1,870,8*	*1,888,0*	*174,8*	*1,3*	*6,9*	*12,9*	*2,041,7*	*2,062,8*
		1935-36	7	5,7	11,8	1,943,5	1,961,7	171,7	1,0	7,6	13,6	2,111,2	2,133,4
Darjeeling Himalayan	2′ 0″	*1934-35*	*8*	*7,4*	..	*613,8*	*622,0*	*10,6*	*1,1*	*10,3*	..	*621,2*	*632,6*
		1935-36	1,1	9,3	..	680,7	691,1	10,2	1,6	12,0	..	687,7	701,3
Dibru Sadiya	3′ 3⅜″	*1934-35*	*3,1*	*5,5*	*28,5*	*1,312,5*	*1,349,6*	*48,4*	*3,4*	*6,1*	*29,7*	*1,358,8*	*1,398,0*
		1935-36	2,8	4,7	29,7	1,303,2	1,340,4	46,7	3,1	5,1	31,5	1,347,4	1,387,1
Gaekwar's Baroda State	3′ 3⅜″	*1934-35*	*3*	*7,2*	..	*3,384,2*	*3,391,7*	*756,3*	*1,2*	*12,5*	..	*4,134,3*	*4,148,0*
		1935-36	2	7,7	..	3,517,8	3,525,7	734,6	9	13,3	..	4,246,1	4,260,3
	2′ 6″	*1934-35*	*5*	*19,5*	..	*2,772,5*	*2,792,5*	*192,7*	*5*	*20,4*	..	*2,964,3*	*2,985,2*
		1935-36	5	18,4	..	2,693,0	2,711,9	188,3	5	19,3	..	2,880,4	2,900,2
Gondal	3′ 3⅜″	*1934-35*	*4*	*13,1*	..	*1,476,0*	*1,489,5*	*739,9*	*1,3*	*27,1*	..	*2,201,0*	*2,229,4*
		1935-36	4	11,1	..	1,470,6	1,482,1	713,6	1,2	24,5	..	2,170,0	2,195,7
Jamnagar Dwarka	3′ 3⅜″	*1934-35*	*1,2*	*8,4*	..	*641,7*	*651,3*	*87,3*	*1,6*	*11,3*	..	*725,7*	*738,6*
		1935-36	9	7,9	..	633,7	642,5	83,5	1,2	10,5	..	714,3	726,0
Junagad State	3′ 3⅜″	*1934-35*	*1,1*	*16,8*	..	*1,847,8*	*1,865,7*	*238,4*	*1,3*	*21,6*	..	*2,081,2*	*2,104,1*
		1935-36	8	15,8	..	1,996,9	2,013,5	245,7	1,1	20,5	..	2,237,6	2,259,2
Morvi	3′ 3⅜″	*1934-35*	*8*	*10,7*	..	*735,7*	*747,2*	*339,3*	*2,3*	*23,3*	..	*1,060,9*	*1,086,5*
		1935-36	8	12,2	..	869,0	882,0	342,3	2,3	25,4	..	1,196,6	1,224,3
Mysore	3′ 3⅜″	*1934-35*	*1,8*	*19,9*	*40,2*	*2,979,3*	*3,041,2*	*100,8*	*2,0*	*21,1*	*41,7*	*3,077,2*	*3,142,0*
		1935-36	1,5	32,9	5,9	3,170,5	3,210,8	103,2	1,7	34,5	6,2	3,271,6	3,314,0
	2′ 6″	*1934-35*	..	*9*	..	*647,3*	*648,2*	*18,0*	..	*1,0*	..	*665,2*	*666,2*
		1935-36	..	1,1	..	817,2	818,3	17,1	..	1,1	..	834,3	835,4
	2′ 0″	*1934-35*	..	*1*	..	*41,7*	*41,8*	*2*	..	*2*	..	*41,8*	*42,0*
		1935-36	..	3	..	35,1	35,4	2	..	3	..	35,3	35,6
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1934-35*	*2*	*5,9*	*6,3*	*940,4*	*952,8*	*40,3*	*2*	*5,7*	*6,5*	*980,7*	*993,1*
		1935-36	2	3,7	8,7	926,6	939,2	15,6	2	3,7	8,8	942,1	954,8
TOTAL CLASS II RAILWAYS		*1934-35*	*13,3*	*146,4*	*103,0*	*23,856,2*	*24,118,9*	*3,258,1*	*18,9*	*200,5*	*108,6*	*27,049,0*	*27,377,0*
		1935-36	11,6	156,5	71,8	24,679,4	24,919,3	3,193,6	17,2	210,8	76,5	27,808,4	28,112,9
CLASS III RAILWAYS.													
Ahmadpur-Katwa	2′ 6″	*1934-35*	..	*4*	*3,3*	*209,5*	*213,2*	*5,9*	*1*	*4*	*3,7*	*214,9*	*219,1*
		1935-36	1	4	2,8	176,1	179,4	5,5	1	4	3,2	181,2	184,9
Arrah-Sasaram Light	2′ 6″	*1934-35*	*5*	..	*5,2*	*389,1*	*394,8*	*2,3*	*5*	..	*5,3*	*391,3*	*397,1*
		1935-36	4	..	5,4	416,3	422,1	5,4	4	..	5,5	421,6	427,5
Bankura-Damodar River	2′ 6″	*1934-35*	..	*4*	*1,5*	*154,5*	*156,4*	*1,0*	..	*4*	*1,6*	*155,4*	*157,4*
		1935-36	1	5	1,5	144,3	146,4	1,1	1	5	1,6	145,3	147,5
Barasat Basirhat Light	2′ 6″	*1934-35*	*4,3*	..	*44,1*	*1,205,3*	*1,253,7*	*1,2*	*4,3*	..	*44,1*	*1,206,5*	*1,254,9*
		1935-36	4,0	..	50,0	1,244,2	1,298,2	7	4,0	..	50,1	1,244,8	1,298,9
Bengal Provincial	2′ 6″	*1934-35*	*1*	*8*	*5,4*	*357,9*	*364,2*	*65,2*	*1*	*1,2*	*7,6*	*420,5*	*429,4*
		1935-36	..	7	5,8	270,8	277,3	54,8	..	1,1	7,6	323,4	332,1

* Columns 9 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1934-35 and 1935-36.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (excluding refunds) (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rv.
2	*192*	..	*33,237*	*33,431*	*56·6*	*54·7*	..	*33·6*	*33·7*	..	*10*	..	*6,92*	*7,02*	Barsi Light.
..	182	..	42,425	42,607	..	56·6	..	39·7	39·8	..	9	..	8,11	8,20	
35	*66*	*289*	*19,688*	*20,078*	*27·4*	*26·8*	*16·2*	*18·1*	*18·1*	*8*	*4*	*8*	*3,26*	*3,46*	Bengal Dooars.
29	63	261	18,549	18,902	28·9	26·5	15·9	17·7	17·7	7	4	7	3,08	3,26	
108	*1,424*	..	*82,023*	*83,555*	*72·0*	*52·7*	..	*27·2*	*27·4*	*10*	*63*	..	*14,56*	*15,29*	Bavnagar State.
97	1,442	..	81,726	83,265	69·3	52·6	..	27·1	27·3	9	64	..	14,51	15,24	
93	*405*	*782*	*76,010*	*77,290*	*71·6*	*58·7*	*60·6*	*37·2*	*37·5*	*12*	*25*	*22*	*15,84*	*16,43*	Bikaner State.
73	420	803	78,634	79,930	75·9	54·9	59·2	37·3	37·5	9	26	23	16,32	16,90	
41	*397*	..	*9,118*	*9,556*	*38·9*	*38·3*	..	*14·7*	*15·1*	*8*	*36*	..	*2,26*	*2,70*	Darjeeling Himalayan.
68	453	..	9,400	9,921	42·1	37·8	..	13·7	14·1	11	42	..	2,46	2,99	
77	*146*	*645*	*19,179*	*20,047*	*20·0*	*22·0*	*19·0*	*13·0*	*13·0*	*7*	*7*	*18*	*4,00*	*4,32*	Dibru Sadiya.
63	117	630	17,436	18,246	20·0	23·0	20·0	13·0	13·0	6	5	18	3,42	3,71	
46	*324*	..	*67,704*	*68,074*	*37·4*	*25·9*	..	*16·4*	*16·4*	*5*	*20*	..	*13,23*	*13,48*	Gaekwar's Baroda State.
35	351	..	69,865	70,251	38·0	26·5	..	16·5	16·5	4	21	..	13 64	13,89	
18	*377*	..	*39,505*	*39,900*	*34·2*	*18·6*	..	*13·3*	*13·4*	*2*	*18*	..	*10,06*	*10,26*	
18	377	..	38,549	38,944	33·7	19·6	..	13·4	13·4	2	18	..	9,76	9,96	
60	*988*	..	*52,052*	*53,100*	*45·4*	*36·5*	..	*23·6*	*23·8*	*5*	*46*	..	*9,34*	*9,85*	Gondal
59	935	..	51,204	52,198	46·7	38·3	..	23·6	23·8	6	43	..	9,28	9,77	
102	*632*	..	*26,401*	*27,135*	*63·3*	*56·0*	..	*36·4*	*36·7*	*11*	*34*	..	*5,93*	*6,38*	Jamnagar Dwarka.
75	581	..	25,627	26,283	62·4	55·4	..	35·9	36·2	8	31	..	5,73	6,12	
43	*615*	..	*40,433*	*41,091*	*31·8*	*28·5*	..	*19·4*	*19·5*	*4*	*28*	..	*7,33*	*7,65*	Junagad State.
35	623	..	43,778	44,436	32·7	30·4	..	19·6	19·7	3	27	..	7,92	8,22	
155	*1,406*	..	*40,901*	*42,462*	*65·8*	*60·4*	..	*38·6*	*39·1*	*15*	*68*	..	*7,53*	*8,36*	Morvr
158	1,529	..	44,219	45,906	68·2	60·3	..	37·0	37·5	15	74	..	7,94	8,83	
143	*1,229*	*2,047*	*75,084*	*78,503*	*71·5*	*58·2*	*49·1*	*24·4*	*25·0*	*14*	*48*	*58*	*13,57*	*14,77*	Mysore.
129	2,066	361	79,069	81,625	75·9	59·9	58·2	24·2	24·6	13	69	10	13,90	14,82	
..	*17*	..	*11,734*	*11,751*	..	*17·0*	..	*17·6*	*17·6*	..	*1*	..	*1,80*	*1,81*	
..	22	..	14,789	14,811	..	20·0	..	17·7	17·7	..	1	..	1,90	1,91	
..	*2*	..	*666*	*668*	..	*10·0*	..	*15·9*	*15·9*	..	..	..	*12*	*12*	
..	5	..	570	575	..	16·7	..	16·1	16·2	..	..	..	11	11	
8	*144*	*152*	*22,277*	*22,581*	*30·0*	*21·0*	*23·0*	*22·0*	*22·0*	..	*7*	*6*	*4,64*	*4,77*	Shahdara (Delhi) Saharanpur Light.
5	100	190	21,265	21,560	29·2	26·8	21·5	22·5	22·5	..	5	8	4,43	4,56	
931	*8,364*	*3,915*	*616,012*	*629,222*	*49·3*	*41·7*	*36·0*	*22·8*	*23·0*	*1,01*	*4,15*	*1,12*	*1,20,39*	*1,26,67*	Total Class II Rys.
844	9,266	2,245	637,105	649,460	49·1	43·9	29·3	22·9	23·1	93	4,39	66	1,22,51	1,28,49	
															Class III Rys.
1	*7*	*53*	*2,531*	*2,592*	*10·0*	*17·5*	*14·3*	*11·8*	*11·8*	..	*1*	*2*	*79*	*82*	Ahmadpur Katwa.
1	6	42	2,066	2,115	10·0	15·0	13·1	11·4	11·4	..	..	2	65	67	
18	..	*167*	*8,372*	*8,557*	*33·0*	..	*31·0*	*21·0*	*21·0*	*1*	..	*7*	*1,96*	*2,04*	Arrah-Sasaram Light.
17	..	172	9,001	9,190	36·0	..	31·4	21·3	21·4	1	..	7	2,11	2,19	
..	*8*	*33*	*2,479*	*2,520*	..	*20·0*	*20·6*	*16·0*	*16·0*	..	*1*	*1*	*77*	*79*	Bankura-Damodar River.
1	13	30	2,289	2,333	10·0	26·0	18·8	15·8	15·8	..	1	1	72	74	
109	..	*746*	*17,850*	*18,705*	*25·0*	..	*16·0*	*14·0*	*14·0*	*4*	..	*20*	*3,27*	*3,51*	Baraset-Basirhat Light.
110	..	797	18,524	19,431	27·0	..	15·9	14·8	14·9	4	..	21	3,40	3.65	
..	*7*	*47*	*2,791*	*2,845*	*4·38*	*5·66*	*6·14*	*6·23*	*6·76*	..	..	*2*	*70*	*72*	Bengal Provincial
..	6	44	2,102	2,152	7·97	5·64	5·76	6·50	6·48	..	..	2	53	55	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of* ***Class II and III Railways*** *for the years 1934-35 and 1935-36*—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile. 1st.	2nd.	Inter.	3rd.	Total.	Tons of goods carried (in thousands). Originating on home line (whether local or foreign).	* Other traffic.	* Total.	Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands). (Excluding refunds).	Average rate charged for carrying a ton of goods one mile. (In pies.)
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
CLASS II RAILWAYS.													Rs.	
Barsi Light	2′ 6″	*1934-35*	*16·0*	*10·0*	..	*4·00*	*4·00*	*119*	*66*	*185*	*10,785*	*58·2*	*9,70*	*17·3*
		1935-36	..	10·0	..	3·67	3·70	125	61	186	10,165	54·6	9,71	18·3
Bengal Doors	3′ 3⅜″	*1934-35*	*24·5*	*12·0*	*5·34*	*3·00*	*3·10*	*164*	*111*	*275*	*16,985*	*61·8*	*16,13*	*18·2*
		1935-36	24·5	12·1	5·33	3·00	3·10	160	92	252	14,562	57·8	14,29	18·8
Bhavnagar State	3′ 3⅜″	*1934-35*	*17·8*	*8·49*	..	*3·41*	*3·51*	*456*	*169*	*625*	*33,475*	*53·6*	*17,43*	*10·0*
		1935-36	17·8	8·52	..	3·41	3·51	411	145	556	32,728	58·9	16,39	9.62
Bikaner State	3′ 3⅜″	*1934-35*	*24·8*	*11·9*	*5·40*	*4·00*	*4·08*	*281*	*133*	*414*	*49,000*	*118·4*	*19,51*	*7·64*
		1935-36	24·0	12·0	5·50	3·98	4·06	286	145	431	48,200	111·9	19,66	7·85
Darjeeling Himalayan	2′ 0″	*1934-35*	*39·1*	*17·5*	..	*4·74*	*5·43*	*117*	*35*	*152*	*4,558*	*30·0*	*12,28*	*51·7*
		1935-36	31·4	18·2	..	5·02	5·81	139	29	168	4,895	29·1	12,73	50·0
Dibru Sadiya	3′ 3⅜″	*1934-35*	*18·0*	*9·00*	*5·50*	*4·00*	*4·00*	*326*	*58*	*384*	*13,377*	*35·0*	*15,54*	*22·0*
		1935-36	18·0	9·00	5·50	4·00	4·00	575	55	630	15,175	24·0	15,51	20·0
Gaekwar's Baroda State	3′ 3⅜″	*1934-35*	*23·8*	*11·7*	..	*3·75*	*3·80*	*98*	*276*	*374*	*12,301*	*32·9*	*8,58*	*13·4*
		1935-36	23·3	11·7	..	3·75	3·80	115	254	369	12,056	32·7	7,90	12·6
	2′ 6″	*1934-35*	*24·0*	*9·01*	..	*4·89*	*4·94*	*276*	*112*	*388*	*11,925*	*30·7*	*10,89*	*17·5*
		1935-36	24·0	9·00	..	4·86	4·91	256	110	366	11,198	30.6	10,32	17·7
Gondal	3′ 3⅜″	*1934-35*	*17·8*	*8·86*	..	*3·45*	*3·56*	*126*	*264*	*390*	*15,623*	*40·0*	*11,48*	*14·1*
		1935-36	17·8	8·92	..	3·48	3·59	106	246	352	12,976	36·8	9,40	13·9
Jamnagar Dwarka	3′ 3⅜″	*1934-35*	*19·6*	*10·4*	..	*4·31*	*4·51*	*323*	*40*	*363*	*14,055*	*38·7*	*7,09*	*9·69*
		1935-36	19·7	10·3	..	4·29	4·47	346	51	397	15,304	38·5	7,27	9·12
Junagad State	3′ 3⅜″	*1934-35*	*17·6*	*8·59*	..	*3·48*	*3·57*	*253*	*49*	*302*	*13,216*	*43·8*	*8,01*	*11·6*
		1935-36	17·2	8·38	..	3·47	3·55	243	39	282	11,910	42·2	7,31	11.8
Morvi	3′ 3⅜″	*1934-35*	*18·8*	*9·29*	..	*3·53*	*3·78*	*148*	*121*	*269*	*13,793*	*51·2*	*7,69*	*10·7*
		1935-36	18·6	9·33	..	3·45	3·70	180	119	299	14,704	49·2	8,20	10·7
Mysore	3′ 3⅜″	*1934-35*	*18·8*	*7·50*	*5·44*	*3·47*	*3·61*	*207*	*116*	*323*	*19,708*	*61·0*	*11,60*	*11·3*
		1935-36	19·4	6·41	5·32	3·38	3·49	247	111	358	20,228	56·5	12,43	11·8
	2′ 6″	*1934-35*	..	*11.3*	..	*2·95*	*2·96*	*24*	*5*	*29*	*1,345*	*46·4*	*1,05*	*15·0*
		1935-36	..	8·73	..	2·48	2·49	28	8	36	1,548	43·0	1,19	14·8
	2′ 0″	*1934-35*	..	..	..	*3·46*	*3·45*	*7*	*1*	*8*	*234*	*29·3*	*31*	*25·4*
		1935-36	..	..	..	3·37	3·34	8	..	8	236	29·5	39	31·7
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1934-35*	*14·0*	*9·00*	*7·50*	*4·00*	*4·00*	*64*	*36*	*100*	*3,914*	*39·0*	*3,28*	*16·0*
		1935-36	14·0	9·00	7·50	4·00	4·05	108	41	149	4,872	32·6	4,28	16·9
TOTAL CLASS II RAILWAYS	..	*1934-35*	*20·8*	*9·53*	*5·49*	*3·75*	*3·86*	*2,989*	*1,592*	*4,581*	*234,294*	*51·1*	*1,60,57*	*13·2*
		1935-36	21·2	9·10	5·64	3·69	3·80	3,333	1,506	4,839	230,757	47·7	1,56,98	13·1
CLASS III RAILWAYS.														
Ahmadpur Katwa	2′ 6″	*1934-35*	..	*27·4*	*7·25*	*5.99*	*6·08*	*9*	*6*	*15*	*303*	*20·2*	*20*	*12·7*
		1935-36	..	..	9·14	6·04	6·09	5	6	11	226	20·5	15	12·7
Arrah-Sasaram Light	2′ 6″	*1934-35*	*15·0*	..	*8·00*	*5·00*	*5·00*	*86*	*8*	*94*	*2,832*	*30·0*	*1,37*	*9·00*
		1935-36	15·0	..	7·50	4·50	4·57	76	9	85	2,384	27·9	1,29	10·3
Bankura-Damoodar River	2′ 6″	*1934-35*	..	*24·0*	*5·82*	*5·96*	*6·02*	*16*	*7*	*23*	*978*	*42·5*	*48*	*9·42*
		1935-36	..	14·8	6·40	6·04	6·09	10	5	15	630	42·0	32	9·75
Baraset-Basirhat Light	2′ 6″	*1934-35*	*7·00*	..	*5·00*	*3·00*	*3·00*	*24*	*6*	*30*	*1,236*	*30·0*	*1,09*	*16·0*
		1935-36	7·81	..	5·08	3·52	3·60	46	7	53	1,528	28·9	1,36	17·1
Bengal Provincial	2′ 6″	*1934-35*	*25·3*	*10·9*	*6·45*	*4 78*	*4·82*	*6*	*4*	*10*	*138*	*13·3*	*16*	§22·2
		1935-36	20·6	11·9	6·12	4·87	4·92	10	4	14	110	8·05	13	22·8

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same Railway are considered as two or more separate consignments

§ Revised figure.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1934-35 and 1935-36—contd.

Railway	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	‡ Other traffic.	Passengers carried (in hundreds). ‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1934-35*	*1*	*1,6*	*11,7*	*530,8*	*544,2*	*49,6*	*1*	*1,8*	*14,4*	*577,5*	*593,8*
		1935-36	1	1,2	10,3	435,1	446,7	44,8	1	1,4	12,9	477,1	491,5
Burdwan-Katwa	2′ 6″	*1934-35*	..	*3*	*3,6*	*244,7*	*248,6*	*10,0*	..	*3*	*3,9*	*254,4*	*258,6*
		1935-36	..	4	3,3	204,1	207,8	9,6	..	5	3,5	213,4	217,4
Cutch State	2′ 6″	*1934-35*	..	*4,5*	..	*237,8*	*242,3*	..	..	*4,5*	..	*237,8*	*242,3*
		1935-36	..	3,3	..	200,8	204,1	..	..	3,3	..	200,8	204,1
Dehri Rohtas Light	2′ 6″	*1934-35*	*2*	..	*3*	*83,7*	*84,2*	..	*2*	..	*3*	*83,7*	*84,2*
		1935-36	1	..	3	90,9	91,3	..	1	..	3	90,9	91,3
Dholpur State	2′ 6″	*1934-35*	..	*2*	..	*116,1*	*116,3*	..	..	*2*	..	*116,1*	*116,3*
		1935-36	..	2	..	130,8	131,0	1	..	2	..	130,9	131,1
Futwah-Islampur	2′ 6″	*1934-35*	*3*	..	*5,6*	*236,6*	*242,5*	*19,8*	*3*	..	*6,6*	*255,4*	*262,3*
		1935-36	2	..	5,3	207,5	213,0	18,0	2	..	6,5	224,3	231,0
Gwalior Light	2′ 6″	*1934-35*	..	*1,8*	..	*484,8*	*486,6*	*1,7*	..	*1,8*	..	*486,5*	*488,3*
		1935-36	..	1,6	..	489,4	491,0	2,6	..	1,6	..	492,0	493,6
Howrah Amta Light	2′ 0″	*1934-35*	*3,7*	..	*47,9*	*2,528,1*	*2,579,7*	*2*	*3,7*	..	*47,9*	*2,528,3*	*2,579,9*
		1935-36	3,5	..	62,0	2,443,0	2,508,5	1	3,5	..	62,0	2,443,1	2,508,6
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*4*	..	*13,1*	*642,6*	*656,1*	*1*	*4*	..	*13,1*	*642,7*	*656,2*
		1935-36	4	..	10,3	643,2	653,9	..	4	..	10,3	643,2	653,9
Jagadhri Light	2′ 0″	*1934-35*	..	..	*1*	*73,4*	*73,5*	..	..	..	*1*	*73,4*	*73,5*
		1935-36	..	..	1	70,4	70,5	..	..	..	1	70,4	70,5
Jessore-Jhenidah	2′ 6″	*1934-35*	†	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1934-35*	†	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1934-35*	..	*1*	*4,4*	*522,8*	*527,3*	..	..	*1*	*4,4*	*522,8*	*527,3*
		1935-36	..	1	4,3	665,6	670,0	..	..	1	4,3	665,6	670,0
Kulasekarapatnam Light	2′ 0″	*1934-35*	..	..	..	*154,7*	*154,7*	..	..	..	..	*154,7*	*154,7*
		1935-36	..	..	..	151,1	151,1	..	..	..	..	151,1	151,1
Matheran Light	2′ 0″	*1934-35*	*5*	*3,3*	..	*6,6*	*10,4*	*12,6*	*1,5*	*8,6*	..	*12,9*	*23,0*
		1935-36	6	2,9	..	6,7	10,2	14,2	1,6	8,6	..	14,2	24,4
Porbandar State	3′ 3⅜″	*1934-35*	*2*	*2,0*	..	*329,9*	*332,1*	*59,1*	*3*	*3,4*	..	*387,5*	*391,2*
		1935-36	2	2,1	..	324,8	327,1	61,7	3	3,3	..	385,2	388,8
Tezpur-Balipara	2′ 6″	*1934-35*	*3*	..	*1,5*	*249,0*	*250,8*	..	*3*	..	*1,5*	*249,0*	*250,8*
		1935-36	3	..	1,6	247,9	249,8	..	3	..	1,6	247,9	249,8
Trivellore Light	2′ 0″	*1934-35*	..	..	..	*19,0*	*19,0*	..	..	..	..	*19,0*	*19,0*
		1935-36	..	..	..	33,0	33,0	..	..	..	..	33,0	33,0
Udaipur-Chitorgarh	3′ 3⅜″	*1934-35*	*5*	*2,6*	*2,2*	*505,3*	*510,6*	*57,3*	*1,0*	*4,0*	*2,3*	*561,1*	*568,4*
		1935-36	6	3,0	2,6	559,0	565,2	69,8	1,5	5,0	2,6	625,9	635,0
Total Class III Railways	..	*1934-35*	*11,1*	*18,0*	*149,9*	*9,282,2*	*9,461,2*	*236,5*	*12,8*	*26,7*	*156,8*	*9,551,4*	*9,747,7*
		1935-36	10,6	16,4	165,6	9,155,0	9,347.6	288,4	12,6	26,0	172,1	9,425,3	9,636,0

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Not available

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passenger miles (in thousands). 1st.	2nd.	Inter.	3rd.	Total.	Average number of miles a passenger was carried. * 1st.	* 2nd.	* Inter.	* 3rd.	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1934-35*	*2*	*34*	*290*	*9,822*	*10,148*	*20·0*	*19·0*	*20·0*	*17·0*	*17·0*
		1935-36	2	30	248	7,649	7,929	24·6	21·0	19·2	16·0	16·1
Burdwan-Katwa	2′ 6″	*1934-35*	..	*8*	*79*	*3,339*	*3,426*	..	*26·7*	*20·3*	*13·1*	*13·2*
		1935-36	..	9	71	2,774	2,854	..	18·0	20·3	13·0	13·1
Cutch-State	2′ 6″	*1934-35*	..	*111*	..	*4,893*	*5,004*	..	*24·8*	..	*20·6*	*20·7*
		1935-36	..	107	..	5,602	5,709	..	31·8	..	27·9	28·0
Dehri Rohtas Light	2′ 6″	*1934-35*	*3*	..	*5*	*1,093*	*1,101*	*17·0*	..	*17·0*	*13·0*	*13·0*
		1935-36	3	..	5	1,155	1,163	19·0	..	16·0	13·0	13·0
Dholpur State	2′ 6″	*1934-35*	..	*4*	..	*2,184*	*2,188*	..	*25·7*	..	*18·8*	*18·8*
		1935-36	..	4	..	2,676	2,680	..	28·9	..	20·4	20·4
Futwah-Islampur	2′ 6″	*1934-35*	*4*	..	*90*	*3,493*	*3,587*	*14·0*	..	*13·0*	*13·0*	*13·0*
		1935-36	4	..	86	3,223	3,313	18·1	..	13·2	14·3	14·3
Gwalior Light	2′ 6″	*1934-35*	..	*77*	..	*12,558*	*12,635*	*23·0*	*38·0*	..	*26·0*	*26·0*
		1935-36	..	66	..	12,976	13,042	11·0	35·0	..	26·0	26·0
Howrah Amta Light	2′ 0″	*1934-35*	*82*	..	*489*	*32,795*	*33,366*	*22·0*	..	*10·0*	*12·0*	*12·0*
		1935-36	76	..	596	31,143	31,815	21·7	..	9·60	12·7	12·6
Howrah-Sheakhala Light	2′ 0″	*1934-35*	*7*	..	*82*	*5,499*	*5,588*	*14·0*	..	*6·00*	*8·00*	*8·00*
		1935-36	6	..	67	5,443	5,516	14·2	..	6·51	8·56	8·43
Jagadhri Light	2′ 0″	*1934-35*	..	..	..	*242*	*242*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1935-36	..	..	..	2	2	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2′ 6″	*1934-35*	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1934-35*	†	†	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1934-35*	..	*2*	*17*	*4,512*	*4,531*	..	*20·0*	*3·86*	*8·63*	*8·59*
		1935-36	..	2	18	6,377	6,397	..	20·0	4·19	9·58	9·55
Kulasekarapatnam Light	2′ 0″	*1934-35*	..	..	..	*1,588*	*1,588*	..	..	..	*10·3*	*10·3*
		1935-36	..	..	..	1,519	1,519	..	..	..	10·1	10·1
Matheran Light	2′ 0″	*1934-35*	††*19*	††*108*	..	††*163*	††*290*	††*12·6*	††*12·6*	..	††*12·6*	††*12·6*
		1935-36	20	108	..	179	307	12·6	12·6	..	12·6	12·6
Porbandar State	3′ 3⅜″	*1934-35*	*9*	*104*	..	*6,508*	*6,621*	*27·5*	*30·6*	..	*16·8*	*16·9*
		1935-36	8	106	..	6,675	6,789	29·4	31·6	..	17·3	17·5
Tezpore-Balipara	2′ 6″	*1934-35*	*4*	..	*24*	*2,300*	*2,328*	*13·8*	..	*15·2*	*9·24*	*9·28*
		1935-36	5	..	23	2,338	2,366	15·1	..	14·6	9·43	9·47
Trivellore Light	2′ 0″	*1934-35*	..	..	..	*45*	*45*	..	..	..	*2·37*	*2·37*
		1935-36	..	..	..	78	78	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3⅜″	*1934-35*	*67*	*255*	*135*	*20,168*	*20,625*	*65·3*	*63·6*	*59·9*	*35·9*	*36·3*
		1935-36	94	306	145	24,119	24,664	64·0	61·1	55·4	38·5	38·8
Total Class III Railways	..	*1934-35*	†*325*	††*725*	*2,257*	††*145,225*	††*148,532*	††*25·4*	††*27·2*	*14·4*	*15·2*	*15·2*
		1935-36	347	763	2,344	147,910	151,364	27·5	29·3	13·6	15·7	15·7

* Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

†† Revised figures.

Class II and III Railways for the years 1934-35 and 1935-36—concld.

Earnings from passengers carried (excluding refunds) (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).							
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.	Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried excluding refunds (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—concld.
..	*2*	*9*	*1,79*	*1,90*	*15·0*	*9·00*	*6·00*	*3·00*	*3·00*	*42*	*21*	*63*	*1,177*	*18·0*	*1,02*	*16·0*	Bukhtiarpur Bihar Light.
..	2	8	1,39	1,49	15·1	9·00	6·00	3·49	3·60	43	20	63	1,231	19·6	96	14·9	
..	*1*	*3*	*1,04*	*1,08*	..	*24·0*	*7·29*	*5·98*	*6·05*	*13*	*8*	*21*	*461*	*22·0*	*26*	*10·8*	Burdwan Katwa.
..	..	3	87	90	..	..	8·11	6·02	6·05	6	7	13	285	21·9	16	10·8	
..	*5*	..	*1,00*	*1,05*	..	*8·09*	..	*3·94*	*4·03*	*37*	..	*37*	*735*	*19·9*	*62*	*16·2*	Cutch-State.
..	5	..	1,13	1,18	..	8·72	..	3·88	3·98	39	..	39	848	21·5	69	15·6	
..	..	..	*22*	*22*	*20·0*	..	*7·00*	*3·75*	*3·81*	*137*	*5*	*142*	†	†	*1,97*	†	Dehri Rohtas Light.
..	..	..	23	23	20·0	..	7·00	3·75	3·80	110	5	115	†	†	1,55	†	
..	..	..	*46*	*46*	..	*15·0*	..	*4·00*	*4·02*	*80*	*1*	*81*	*2,995*	*36·8*	*1,26*	*8·10*	Dholpur State.
..	..	..	56	56	..	15·0	..	4·00	4·02	67	4	71	2,688	38·1	1,16	8·29	
..	..	*4*	*82*	*86*	*20·0*	..	*7·00*	*4·00*	*4·00*	*15*	*7*	*22*	*394*	*17·0*	*31*	*15·0*	Futwah-Islampur.
..	..	3	76	79	20·0	..	7·50	4·50	4·60	11	8	19	399	21·2	25	12·1	
..	*5*	..	*3,15*	*3,20*	*27·0*	*12·0*	..	*5·00*	*5·00*	*140*	*25*	*165*	*6,875*	*38·0*	*3,59*	*12·0*	Gwalior Light.
..	5	..	3,23	3,28	27·0	12·0	..	5·00	5·00	162	29	191	8,076	40·0	3,83	10·0	
4	..	*13*	*7,03*	*7,20*	*9·00*	..	*5·00*	*4·00*	*4·00*	*48*	*13*	*61*	*1,413*	*23·0*	*1,63*	*22·0*	Howrah Amta Light.
4	..	16	6,69	6,89	9·00	..	5·06	4·12	4·15	51	11	62	1,681	27·2	1,55	17·7	
..	..	*2*	*1,03*	*1,05*	*9·00*	..	*4·00*	*3·00*	*3·00*	*13*	*3*	*16*	*278*	*17·0*	*33*	*22·0*	Howrah. Sheakhal Light.
..	..	2	1,01	1,03	9·02	..	4·99	3·56	3·58	9	2	11	164	14·2	23	27·0	
..	..	..	*5*	*5*	*21·8*	..	*7·27*	*3·61*	*3·64*	*6*	..	*6*	*21*	*3·31*	*8*	*66·9*	Jagadhri Light.
..	..	..	4	4	21·8	..	7·25	3·62	10·9	6	..	6	21	3·31	8	68·0	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jessore-Jhenidah.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,09*	*1,10*	..	..	*11·3*	*4·64*	*4·66*	*31*	*4*	*35*	*672*	*19·2*	*36*	*10·3*	Kaligiat-Falta.
..	..	1	1,03	1,04	..	..	10·7	3·10	3·12	28	5	33	660	20·0	35	10·2	
..	..	..	*47*	*47*	..	..	..	*5·58*	*5·58*	*12*	..	*12*	*121*	*9·82*	*27*	*43·2*	Kulasekarapatnam Light.
..	..	..	44	44	..	..	..	5·52	5·52	13	..	13	120	9·13	26	41·7	
6	*29*	..	*26*	*61*	*§61·0*	*§52·0*	..	*§31·0*	*§40·0*	*1*	*1*	*2*	*§23*	*§12·6*	*§14*	*§118·0*	Matheran Light.
8	27	..	26	61	76·8	48·0	..	27·9	38·0	1	1	2	17	12·6	10	115·7	
1	*5*	..	*1,17*	*1,23*	*17·9*	*8·92*	..	*3·47*	*3·57*	*105*	*7*	*112*	*2,376*	*21·3*	*1,34*	*10·8*	Porbandar State.
1	5	..	1,21	1,27	18·0	8·96	..	3·49	3·59	112	7	119	2,152	18·1	1,30	11·6	
..	..	*1*	*54*	*55*	*20·0*	..	*7·00*	*4·50*	*4·56*	*18*	..	*18*	*895*	*49·7*	*79*	*16·9*	Tezpore-Balipara.
..	..	1	55	56	20·0	..	7·00	4·50	4·55	16	..	16	810	49·7	75	17·8	
..	..	..	*1*	*1*	..	..	..	*6·00*	*6·00*	††	††	††	††	††	††	††	Trivellore Light.
..	..	..	2	2	..	..	..	6·00	6·00	††	††	††	††	††	††	††	
8	*16*	*3*	*3,14*	*3,41*	*23·0*	*11·7*	*4·49*	*2·99*	*2·73*	*26*	*26*	*52*	*2,830*	*54·9*	*1,88*	*12·7*	Udaipur-Chitorgarh.
11	19	4	3,76	4,10	23·0	11·8	4·53	2·99	3·19	41	24	65	3,318	50·9	2,06	11·9	
24	*65*	*68*	*30,76*	*32,33*	*§14·2*	*§17·2*	*5·78*	*§4·07*	*§4.18*	*865*	*152*	*1,017*	*§26,753*	*§26·3*	*§19,15*	*§13·7*	Total Class III Rys.
29	64	71	30,59	32,23	16·0	16·1	5·82	3·97	4·09	862	154	1,016	27,348	26·9	18,53	13·0	

† Not available.

†† Owing to remodelling of stations goods traffic was closed but transhipment was done by bullock carts.

* Revised figures.

37.—*Statistics of engine miles and Coal consumption of* Class II

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed	† Goods.	Total (including departmental)	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1934-35*	*87*	*272*	*8*	*370*	*57*	*8*	*65*	*435*	*Nil*	*88*	*Nil*	*10,571*	*Nil*	*Nil*	*10,571*
		1935-36	130	238	5	376	60	8	68	444	,,	88	,,	10,236	,,	,,	10,236
Bengal Dooars.	3′ 3⅜″	*1934-35*	..	*288*	*35*	*346*	*28*	*13*	*41*	*387*	,,	*Nil*	,,	*7,551*	,,	,,	*7,551*
		1935-36	1	288	15	323	30	14	44	367	,,	,,	,,	7,156	,,	,,	7,156
Bhavnagar State.	3′ 3⅜″	*1934-35*	*298*	*264*	*123*	*695*	*208*	*11*	*219*	*914*	*5*	*10*	*3,030*	*18,191*	*102*	,,	*21,262*
		1935-36	323	269	118	722	198	16	214	936	7	9	1,500	21,640	109	,,	23,184
Bikaner State.	3′ 3⅜″	*1934-35*	*9*	*827*	*79*	*920*	*86*	*22*	*108*	*1,028*	*Nil*	*Nil*	*Nil*	*21,908*	*51*	,,	*21,928*
		1935-36	7	877	44	929	82	21	103	1,032	,,	,,	,,	20,653	45	,,	20,671
Darjeeling-Himalayan.	2′ 0″	*1934-35*	*37*	*252*	*221*	*510*	*35*	*31*	*66*	*576*	,,	,,	,,	*11,942*	*Nil*	,,	*11,942*
		1935-36	37	256	220	513	35	30	65	578	,,	,,	,,	11,387	,,	,,	11,387
Dibru-Sadiya	3′ 3⅜″	*1934-35*	*Nil*	*310*	*80*	*390*	*158*	*2*	*160*	*550*	,,	,,	,,	*12,849*	,,	,,	*12,849*
		1935-36	,,	337	79	416	160	3	163	579	,,	,,	,,	12,923	,,	,,	12,923
Gaekwar's Baroda State.	3′ 3⅜″	*1934-35*	*95*	*383*	*18*	*498*	*92*	*10*	*102*	*600*	,,	,,	,,	*13,072*	*59*	,,	*13,096*
		1935-36	113	382	20	522	100	17	117	639	,,	,,	,,	14,219	47	,,	14,238
	2′ 6″	*1934-35*	*34*	*410*	*6*	*463*	*98*	*3*	*101*	*564*	*6*	††*110*	,,	*8,026*	*56*	(e) ‡‡*73*	*8,048*
		1935-36	17	428	7	456	90	3	93	549	8	††87	,,	7,556	49	(d) ‡‡72	7,576
Gondal	3′ 3⅜″	*1934-35*	*140*	*257*	*46*	*443*	*133*	*16*	*149*	*592*	*Nil*	*Nil*	,,	*14,978*	*44*	*Nil*	*14,996*
		1935-36	93	322	5	423	130	18	148	571	,,	,,	,,	12,822	37	,,	12,837
Jamnagar Dwarka.	3′ 3⅜″	*1934-35*	*74*	*127*	*33*	*234*	*84*	*11*	*95*	*329*	*42*	,,	,,	*7,899*	*106*	,,	*7,941*
		1935-36	39	163	24	228	78	18	96	324	46	,,	,,	7,882	86	,,	7,916
Junagad State.	3′ 3⅜″	*1934-35*	*90*	*244*	*32*	*376*	*38*	*4*	*42*	*418*	*55*	,,	,,	*7,684*	*48*	,,	*7,703*
		1935-36	130	281	27	442	40	2	42	484	33	,,	,,	10,637	50	,,	10,657
Morvi	3′ 3⅜″	*1934-35*	*136*	*156*	*13*	*331*	*69*	*Nil*	*69*	*400*	*28*	,,	,,	*9,422*	*112*	,,	*9,467*
		1935-36	128	187	14	374	93	,,	93	467	35	,,	,,	10,512	125	,,	10,562
Mysore	3′ 3⅜″	*1934-35*	*528*	*291*	*132*	*964*	*163*	*12*	*175*	*1,139*	*10*	,,	,,	*23,844*	*Nil*	,,	*23,844*
		1935-36	596	290	136	1,024	197	16	213	1,237	3	,,	,,	23,615	,,	,,	23,615
	2′ 6″	*1934-35*	*54*	*158*	..	*213*	*21*	*1*	*22*	*235*	*Nil*	,,	,,	*3,146*	,,	,,	*3,146*
		1935-36	68	144	1	213	16	*Nil*	16	229	,,	,,	,,	3,190	,,	,,	3,190
	2′ 0″	*1934-35*	*Nil*	*20*	*12*	*32*	*9*	,,	*9*	*41*	,,	,,	,,	*541*	,,	,,	*541*
		1935-36	,,	20	14	34	10	,,	10	44	,,	,,	,,	576	,,	,,	576
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1934-35*	,,	*135*	*8*	*143*	*11*	*1*	*12*	*155*	,,	,,	,,	*2,438*	*9*	,,	*2,442*
		1935-36	,,	135	33	170	11	1	12	182	,,	,,	,,	3,292	11	,,	3,296
Total Class II Railways.	..	*1934-35*	*1,582*	*4,394*	*846*	*6,928*	*1,290*	*145*	*1,435*	*8,363*	*146*	*208*	*3,030*	*174,062*	*587*	‡‡*73*	*177,327*
		1935-36	1,682	4,617	762	7,165	1,330	167	1,497	8,662	132	184	1,500	178,296	559	‡‡72	180,020
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1934-35*	*1*	*73*	*Nil*	*81*	*14*	*28*	*42*	*123*	*Nil*	*Nil*	*Nil*	*974*	*Nil*	*Nil*	*974*
		1935-36	..	73	,,	80	16	25	41	121	,,	,,	,,	947	,,	,,	947
Arrah-Sasaram Light.	2′ 6″	*1934-35*	*5*	*108*	*31*	*144*	*13*	..	*13*	*157*	,,	,,	,,	*1,714*	,,	,,	*1,714*
		1935-36	Nil	114	20	134	8	..	8	142	,,	,,	,,	1,570	,,	,,	1,570
Bankura Damoodar River.	2′ 6″	*1934-35*	,,	*111*	*Nil*	*113*	*9*	*42*	*51*	*164*	,,	,,	,,	*1,263*	,,	,,	*1,263*
		1935-36	,,	110	,,	115	11	45	56	171	,,	,,	,,	1,279	,,	,,	1,279

* Includes light, assisting required, assisting not required, siding and departmental. § Including Departmental.
† Excluding departmental. †† Includes Internal Combustion miles 1934-35, 100 and 1935-36, 84.
(*d*) 72 tons of oil fuel consumed for other than Locomotive purposes. ‡‡ Oil fuel is not converted into coal.
(*e*) Includes 7 tons of Oil Fuel consumed for other than Locomotive purposes.

and III Railways for the years 1934-35 and 1935-36.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*21*	*Nil*	*21*	*Nil*	*10,592*	*Nil*	*Nil*	*10,592*	*Nil*	*5·75*	*Nil*	*Nil*	*Nil*	*12·9*	*Nil*	*Nil*	Barsi Light.
,,	226	,,	226	,,	10,462	,,	,,	10,462	,,	5·09	,,	,,	,,	12·5	,,	,,	
,,	*720*	,	*720*	,,	*8,271*	,,	,,	*8,271*	,,	*3·25*	,,	,,	,,	*11·3*	,,	,,	Bengal Doors.
,,	813	,,	813	,,	7,969	,,	,,	7,969	,,	2·56	,,	,,	,,	10·4	,,	,,	
,,	*819*	*9*	*823*	*3,030*	*19,010*	*111*	,,	*22,085*	*8·65*	*5·61*	*13·4*	,,	*14·8*	*11·7*	*13·4*	,,	Bhavnagar State.
,,	854	9	857	1,500	22,494	118	,,	24,041	6·75	5·31	13·2	,,	12·9	11·4	13·2	,,	
,,	*2,271*	*Nil*	*2,271*	*Nil*	*24,179*	*51*	,,	*24,199*	*Nil*	*3·72*	*10·0*	,,	*Nil*	*16·1*	*10·0*	,,	Bikaner State.
,,	2,209	,,	2,209	,,	22,862	45	,,	22,880	,,	3·80	9·20	,,	,,	15·8	9·20	,,	
,,	*2,295*	,,	*2,295*	,,	*14,237*	*Nil*	,,	*14,237*	,,	*3·56*	*Nil*	,,	,,	*10·9*	*Nil*	,,	Darjeeling-Himalayan.
,,	2,259	,,	2,259	,,	13,646	,,	,,	13,646	,,	3·44	,,	,,	,,	10·6	,,	,,	
,,	*4,198*	,,	*4,198*	,,	*17,047*	,,	,,	*17,047*	,,	*7·92*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	3,606	,,	3,606	,,	16,529	,,	,,	16,529	,,	8·53	,,	,,	,,	11·8	,,	,,	
,,	*323*	,,	*323*	,,	*13,395*	*59*	,,	*13,419*	,,	*3·51*	*6·50*	,,	,,	*17·3*	*7·80*	,,	Gaekwar's Baroda State.
,,	375	,,	375	,,	14,594	47	,,	14,613	,,	3·17	6·50	,,	,,	16·5	7·30	,,	
,,	*342*	..	*342*	,,	*8,368*	*56*	‡‡*73*	*8,390*	,,	*3·50*	*6·50*	*59·0*	,,	*17·2*	*6·63*	*76·0*	
,,	202	4	204	,,	7,758	53	‡‡72	7,780	,,	3·20	6·50	59·5	,,	16·5	6·74	80·0	
,,	*321*	*6*	*323*	,,	*15,299*	*50*	*Nil*	*15,319*	,,	*13·2*	*16·2*	*Nil*	,,	*13·4*	*16·2*	*Nil*	Gondal.
,,	321	3	322	,,	13,143	40	,,	13,159	,,	12·5	16·2	,,	,,	12·7	16·2	,,	
,,	*120*	*Nil*	*120*	,,	*8,019*	*106*	,,	*8,061*	,,	*3·57*	*15·9*	,,	,,	*12·9*	*15·9*	,,	Jamnagar Dwarka.
,,	117	,,	117	,,	7,999	86	,,	8,033	,,	2·75	17·4	,,	,,	11·7	17·4	,,	
,,	*452*	*11*	*457*	,,	*8,136*	*59*	,,	*8,160*	,,	*11·6*	*10·0*	,,	,,	*12·3*	*10·0*	,,	Junagad State.
,,	533	10	537	,,	11,170	60	,,	11,194	,,	11·3	16·3	,,	,,	12·1	16·3	,,	
,,	*345*	*6*	*347*	,,	*9,767*	*118*	,,	*9,814*	,,	*5·05*	*5·38*	,,	,,	*12·4*	*5·38*	,,	Morvi.
,,	419	10	423	,,	10,931	135	,,	10,985	,,	5·10	4·62	,,	,,	12·2	4·62	,,	
,,	*1,953*	*Nil*	*1,953*	,,	*25,797*	*Nil*	,,	*25,797*	,,	*4·75*	*Nil*	,,	,,	*15·2*	*Nil*	,,	Mysore.
,,	1,834	,,	1,834	,,	25,449	,,	,,	25,449	,,	4·63	,,	,,	,,	15·1	,,	,,	
,,	*7*	,,	*7*	,,	*3,153*	,,	,,	*3,153*	,,	*4·75*	,,	,,	,,	*14·3*	,,	,,	
,,	..	,,	..	,,	3,190	,,	,,	3,190	,,	4·63	,,	,,	,,	13·8	,,	,,	
,,	*2*	,,	*2*	,,	*543*	,,	,,	*543*	,,	*4·75*	,,	,,	,,	*16·1*	,,	,,	
,,	..	,,	..	,,	576	,,	,,	576	,,	4·63	,,	,,	,,	16·0	,,	,,	
,,	*126*	*1*	*126*	,,	*2,564*	*10*	,,	*2,568*	,,	*3·63*	*13·5*	,,	,,	*13·7*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	61	..	61	,,	3,353	11	,,	3,357	,,	3·25	13·5	,,	,,	13·0	13·5	,,	
Nil	*14,315*	*33*	*14,328*	*3,030*	*188,377*	*620*	‡‡*73*	*191,655*									Total Class II Railways.
,	13,829	36	13,843	1,500	192,125	595	‡‡72	193,863									
																	Class III.
Nil	*100*	*Nil*	*100*	*Nil*	*1,074*	*Nil*	*Nil*	*1,074*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*6·37*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	96	,,	96	,,	1,043	,,	,,	1,043	,,	2·44	,,	,,	,,	6·04	,,	,,	
,,	*354*	,,	*354*	,,	*2,068*	,,	,,	*2,068*	,,	*2·37*	,,	,,	,,	*8·45*	,,	,,	Arrah-Sasaram Light.
,,	363	,,	363	,,	1,933	,,	,,	1,933	,,	2·25	,,	,,	,,	8·19	,,	,,	
,,	*530*	,,	*530*	,,	*1,793*	,,	,,	*1,793*	,,	*2·50*	,,	,,	,,	*4·73*	,,	,,	Bankura Damoodar River.
,,	537	,,	537	,,	1,816	,,	,,	1,816	,,	2·44	,,	,,	,,	4·63	,,	,,	

(a) 2¼ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.
(b) For Figures relating to Oil Fuel see remarks against (d) and (e) on previous page.

37.—*Statistics of engine miles and Coal consumption of* **Class II**

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
			§ Passenger.	Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.				
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1934-35*	*65*	*165*	*33*	*263*	*10*	..	*10*	*273*	*Nil*	*Nil*	*Nil*
		1935-36	62	169	35	266	9	..	9	275	,,	,,	,,
Bengal Provincial.	2′ 6″	*1934-35*	*1*	*98*	*Nil*	*99*	*8*	*2*	*10*	*109*	,,	,,	,,
		1935-36	1	96	,,	97	8	2	10	107	,,	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1934-35*	*88*	*3*	*91*	*182*	*12*	..	*12*	*194*	,,	,,	,,
		1935-36	..	85	1	86	13	..	13	99	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1934-35*	*12*	*121*	*Nil*	*135*	*24*	*43*	*67*	*202*	,,	,,	,,
		1935-36	11	120	,,	137	23	33	56	193	,,	,,	,,
Cutch State	2′ 6″	*1934-35*	*1*	*55*	*2*	*64*	*9*	*16*	*25*	*89*	,,	,,	,,
		1935-36	1	55	2	65	9	18	27	92	,,	,,	,,
Dehri-Rohtas Light.	2′ 6″	*1934-35*	*Nil*	*44*	*Nil*	*44*	*10*	*Nil*	*10*	*54*	*11*	,,	,,
		1935-36	,,	41	,,	41	9	,,	9	50	10	,,	,,
Dholpur-State.	2′ 6″	*1934-35*	..	*58*	*1*	*59*	*16*	*2*	*18*	*77*	*1*	,,	,,
		1935-36	1	59	..	60	16	1	17	77	1	,,	,,
Futwah-Islampur.	2′ 6″	*1934-35*	*6*	*46*	*Nil*	*52*	*2*	..	*2*	*54*	*Nil*	,,	,,
		1935-36	..	52	,,	52	3	..	3	55	,,	,,	,,
Gwalior Light.	2′ 6″	*1934-35*	*3*	*241*	*40*	*287*	*52*	*10*	*62*	*349*	,,	,,	,,
		1935-36	4	247	36	288	50	5	55	343	,,	,,	,,
Howrah Amta Light.	2′ 0″	*1934-35*	*180*	*109*	*15*	*304*	*5*	*1*	*6*	*310*	,,	,,	,,
		1935-36	174	116	24	314	6	1	7	321	,,	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1934-35*	*17*	*52*	*1*	*70*	*1*	*1*	*2*	*72*	,,	,,	,,
		1935-36	37	48	1	86	2	..	2	88	,,	,,	,,
Jagadhri Light.	2′ 0″	*1934-35*	*Nil*	*9*	*Nil*	*9*	*1*	*Nil*	*1*	*10*	,,	,,	,,
		1935-36	,,	10	,,	10	1	,,	1	11	,,	,,	,,
Jessore-Jhenidah.	2′ 6″	*1934-35*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial).	2′ 0″	*1934-35*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1935-36	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta.	2′ 6″	*1934-35*	*53*	*89*	*Nil*	*143*	*17*	*114*	*131*	*274*	*Nil*	*Nil*	*Nil*
		1935-36	52	89	,,	141	17	111	128	269	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1934-35*	*Nil*	*58*	*1*	*59*	*Nil*	*Nil*	*Nil*	*59*	,,	,,	,,
		1935-36	,,	64	..	64	,,	,,	,,	64	,,	,,	,,
Matheran Light.	2′ 0″	*1934-35*	..	*10*	*3*	*13*	,,	,,	,,	*13*	*8*	,,	,,
		1935-36	.	10	2	12	,,	,,	,,	12	8	,,	,,
Porbandar State.	3′ 3⅜″	*1934-35*	*Nil*	*82*	*15*	*97*	*16*	,,	*16*	*113*	*Nil*	,,	,,
		1935-36	,,	82	12	94	16	,,	16	110	,,	,,	,,
Tezpore Balipara Light.	2′ 6″	*1934-35*	,,	*40*	*Nil*	*40*	*8*	,,	*8*	*48*	,,	,,	,,
		1935-36	,,	45	,,	45	8	,,	8	53	,,	,,	,,
Trivellore Light.	2′ 0″	*1934-35*	*45*	*Nil*	,,	*45*	*Nil*	,,	*Nil*	*45*	,,	,,	,,
		1935-36	78	,,	,,	78	,,	,,	,,	78	,,	,,	,,
Udaipur Chitorgarh.	3′ ″	*1934-35*	*104*	*62*	*32*	*204*	*11*	*9*	*20*	*224*	,,	,,	,,
		1935-36	121	61	30	221	13	4	17	238	,,	,,	,,
Total Class III Railways.	..	*1934-35*	*581*	*1,634*	*265*	*2,507*	*238*	*268*	*506*	*3,013*	*20*	*Nil*	*Nil*
		1935-36	542	1,746	163	2,486	238	245	483	2,969	19	,,	,,

* Includes light, assisting required, assisting
‡ Information not available.
§ Excluding departmental.

** Including Departmental..

and III Railways for the years 1934-35 and 1935-36—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
															Class III—*contd.*
Nil	*3,067*	*Nil*	*Nil*	*3,067*	*Nil*	*1,174*	*Nil*	*Nil*	*1,174*	*Nil*	*4,241*	*Nil*	*Nil*	*4,241*	Baraset-Basirhat Light.
,,	3,428	,,	,,	3,428	,,	1,216	,,	,,	1,216	,,	4,644	,,	,,	4,644	
,,	*1,584*	,,	,,	*1,584*	,,	*119*	,,	,,	*119*	,,	*1,703*	,,	,,	*1,703*	Bengal Provincial.
,,	1,624	,,	,,	1,624	,,	127	,,	,,	127	,,	1,751	,,	,,	1,751	
,,	*1,156*	,,	,,	*1,156*	,,	*292*	,,	,,	*292*	,,	*1,448*	,,	,,	*1,448*	Bukhtiarpur-Bihar Light.
,,	1,207	,,	,,	1,207	,,	315	,,	,,	315	,,	1,522	,,	,,	1,522	
,,	*1,559*	,,	,,	*1,559*	,,	*329*	,,	,,	*329*	,,	*1,888*	,,	,,	*1,888*	Burdwan-Katwa.
,,	1,516	,,	,,	1,516	,,	326	,,	,,	326	,,	1,842	,,	,,	1,842	
,,	*1,258*	*12*	,,	*1,263*	,,	*72*	,,	,,	*72*	,,	*1,330*	*12*	,,	*1,335*	Cutch State.
,,	1,593	16	,,	1,599	,,	90	,,	,,	90	,,	1,683	16	,,	1,689	
,,	*2,077*	*Nil*	,,	*2,077*	,,	*157*	,,	,,	*157*	,,	*2,234*	*Nil*	,,	*2,234*	Dehri-Rohtas. Light.
,,	2,006	,,	,,	2,006	,,	152	,,	,,	152	,,	2,158	,,	,,	2,158	
,,	*1,132*	*5*	,,	*1,134*	,,	*Nil*	,,	,,	*Nil*	,,	*1,132*	*5*	,,	*1,134*	Dholpur-State.
,,	1,366	4	,,	1,368	,,	,,	,,	,,	,,	,,	1,366	4	,,	1,368	
,,	*538*	*Nil*	,,	*538*	,,	*65*	,,	,,	*65*	,,	*603*	*Nil*	,,	*603*	Futwah-Islampur.
,,	550	,,	,,	550	,,	59	,,	,,	59	,,	609	,,	,,	609	
,,	*6,211*	*8*	,,	*6,214*	,,	*292*	*2*	,,	*293*	,,	*6,503*	*10*	,,	*6,507*	Gwalior Light.
,,	6,353	7	,,	6,356	,,	290	2	,,	291	,,	6,643	9	,,	6,647	
,,	4,003	*Nil*	,,	*4,003*	,,	*1,047*	*Nil*	,,	*1,047*	,,	*5,050*	*Nil*	,,	*5,050*	Howrah Amta Light.
,,	3,989	,,	,,	3,989	,,	1,134	,,	,,	1,134	,,	5,123	,,	,,	5,123	
,,	*1,001*	,,	,,	*1,001*	,,	*262*	,,	,,	*262*	,,	*1,263*	,,	,,	*1,263*	Howrah-Sheakhala
,,	997	,,	,,	997	,,	283	,,	,,	283	,,	1,280	,,	,,	1,280	Light.
,,	*150*	*1*	,,	*150*	,,	*15*	,,	,,	*15*	,,	*165*	*1*	,,	*165*	Jagadhri Light.
,,	178	1	,,	178	,,	Nil	,,	,,	Nil	,,	178	1	,,	178	
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	Jessore-Jhenidah.
‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	
Nil	*1,013*	*Nil*	*Nil*	*1,013*	*Nil*	*344*	*Nil*	*Nil*	*344*	*Nil*	*1,357*	*Nil*	*Nil*	*1,357*	Jorhat (Provincial).
,,	978	,,	,,	978	,,	359	,,	,,	359	,,	1,337	,,	,,	1,337	
,,	*2,067*	,,	,,	*2,067*	,,	*341*	,,	,,	*341*	,,	*2,408*	,,	,,	*2,408*	Kalighat-Falta.
,,	1,939	,,	,,	1,939	,,	353	,,	,,	353	,,	2,292	,,	,,	2,292	
,,	*Nil*	,,	*27*	*49*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*27*	*49*	Kulasekara-patnam Light
,,	,,	,,	29	53	,,	,,	,,	,,	,,	,,	,,	,,	29	53	
,,	*403*	,,	*Nil*	*403*	,,	,,	,,	,,	,,	,,	*403*	,,	*Nil*	*403*	Matheran Light
,,	347	,,	,,	347	,,	,,	,,	,,	,,	,,	347	,,	,,	347	
,,	*2,350*	*8*	,,	*2,353*	,,	*60*	*2*	,,	*61*	,,	*2,410*	*10*	,,	*2,414*	Porbandar State.
,,	2,263	9	,,	2,267	,,	58	1	,,	58	,,	2,321	10	,,	2,325	
,,	*813*	*Nil*	,,	*813*	,,	*186*	*Nil*	,,	*186*	,,	*999*	*Nil*	,,	*999*	Tezpore-Balipara Light.
,,	864	,,	,,	864	,,	135	,,	,,	135	,,	999	,,	,,	999	
,,	*49*	*4*	,,	*51*	,,	*Nil*	,,	,,	*Nil*	,,	*49*	*4*	,,	*51*	Trivellore Light.
,,	66	5	,,	68	,,	,,	,,	,,	,,	,,	66	5	,,	68	
,,	*3,994*	*33*	,,	*4,007*	,,	*1,089*	,,	,,	*1,089*	,,	*5,083*	*33*	,,	*5,096*	Udaipur-Chitorgarh.
,,	6,020	34	,,	6,033	,,	1,159	,,	,,	1,159	,,	7,179	34	,,	7,192	
Nil	*38,376*	*71*	*27*	*38,453*	*Nil*	*6,828*	*4*	*Nil*	*6,830*	*Nil*	*45,204*	*75*	*27*	*45,283*	Total Class III Railways.
,,	41,080	76	29	41,163	,,	7,052	3	,,	7,053	,,	48,132	79	29	48,216	

not required, siding and departmental. (a) 2½ Tons of Wood=1 Ton of Coal and 0·55 Ton of Oil fuel=1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of ***Class II and III Railways for the years*** *1934-35 and 1935-36*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class III—*concld.*										
Baraset-Basirhat Light .	2′ 6″ .	*1934-35*	*Nil*	*2·50*	*Nil*	*Nil*	*Nil*	*8·97*	*Nil*	*Nil*
		1935-36	,,	2·50	,,	,,	,,	8·73	,,	,,
Bengal Provincial . .	2′ 6″ .	*1934-35*	,,	*2·12*	,,	,,	,,	*5·19*	,,	,,
		1935-36	,,	2·13	,,	,,	,,	5·31	,,	,,
Bukhtiarpur- Bihar Light .	2′ 6″ .	*1934-35*	,,	*2·37*	,,	,,	,,	*8·31*	,,	,,
		1935-36	,,	2·25	,,	,,	,,	8·00	,,	,,
Burdwan-Katwa . . .	2′ 6″ .	*1934-35*	,,	*2·50*	,,	,,	,,	*6·37*	,,	,,
		1935-36	,,	2·44	,,	,,	,,	6·04	,,	,,
Cutch State . . .	2′ 6″ .	*1934-35*	,,	*21·0*	*7·50*	,,	,,	*21·0*	*7·50*	,,
		1935-36	,,	23·0	7·50	,,	,,	23·0	7·50	,,
Dehri-Rohtas Light . .	2′ 6″ .	*1934-35*	,,	*2·81*	*Nil*	,,	,,	*8·20*	*Nil*	,,
		1935-36	,,	2·50	,,	,,	,,	7·92	,,	,,
Dholpur-State . . .	2′ 6″ .	*1934-35*	,,	*3·75*	*9·06*	,,	,,	*15·0*	*9·37*	,,
		1935-36	,,	3·37	8·75	,,	,,	14·3	11·2	,,
Futwah-Islampur . .	2′ 6″	*1934-35*	,,	*2·37*	*Nil*	,,	,,	*8·14*	*Nil*	,,
		1935-36	,,	2·25	,,	,,	,,	7·91	,,	,,
Gwalior-Light . . .	2′ 6″ .	*1934-35*	,,	*4·00*	*8·50*	,,	,,	*13·9*	*8·50*	,,
		1935-36	,,	3·63	8·50	,,	,,	14·5	8·50	,,
Howrah Amta Light . .	2′ 6″	*1934-35*	,,	*2·50*	*Nil*	,,	,,	*7·91*	*Nil*	,,
		1935-36	,,	2·50	,,	,,	,,	7·67	,,	,,
Howrah-Sheakhala Light .	2′ 0″ .	*1934-35*	,,	*2·50*	,,	,,	,,	*7·91*	,,	,,
		1935-36	,,	2·50	,,	,,	,,	7·67	,,	,,
Jagadhri Light . . .	2′ 0″ .	*1934-35*	,,	*3·25*	*12·2*	,,	,,	*14·1*	*12·2*	,,
		1935-36	,,	3·00	12·0	,,	,,	13·8	12·0	,,
Jessore-Jhenidah . . .	2′ 6″ .	*1934-35*	†	†	†	†	†	†	†	†
		1935-36	†	†	†	†	†	†	†	†
Jorhat (Provincial) . .	2′ 0″ .	*1934-35*	*Nil*	*10·5*	*Nil*	*Nil*	*Nil*	*12·8*	*Nil*	*Nil*
		1935-36	,,	10·5	,,	,,	,,	12·8	,,	,,
Kalighat-Falta . . .	2′ 6″ .	*1934-35*	,,	*2·50*	,,	,,	,,	*8·66*	,,	,,
		1935-36	,,	2·44	,,	,,	,,	8·52	,,	,,
Kulasekarapatnam Light .	2′ 0″ .	*1934-35*	,,	*Nil*	,,	*153·0*	,,	*Nil*	,,	*161·0*
		1935-36	,,	,,	,,	125·0	,,	,,	,,	135·0
Matheran Light .	2′ 0″ .	*1934-35*	,,	*3·75*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1935-36	,,	3·75	,,	,,	,,	15·0	,,	,,
Porbandar State . . .	3′ 3⅜″ .	*1934-35*	,,	*12·0*	*20·0*	,,	,,	*13·0*	*20·0*	,,
		1935-36	,,	11·0	20·0	,,	,,	12·0	20·0	,,
Tezpore-Balipara Light .	2′ 6″ .	*1934-35*	,,	*15·3*	*Nil*	,,	,,	*15·3*	*Nil*	,,
		1935-36	,,	15·0	,,	,,	,,	15·0	,,	,,
Trivellore Light . . .	2′ 0″ .	*1934-35*	,,	*12·5*	*8·50*	,,	,,	*15·5*	*8·50*	,,
		1935-36	,,	12·8	7·50	,,	,,	15·8	7·50	,,
Udaipur-Chitorgarh . .	3′ 3⅜″	*1934-35*	,,	*3·94*	*13·5*	,,	,,	*17·0*	*13·5*	,,
		1935-36	,,	3·94	13·5	,,	,,	17·0	13·5	,,

† Information not available.

APPENDICES.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H.

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	..	23	56	40	15	..	8	7
B. Engineering Plant and components including all hand and power machinery.	2	67	1	3	10	1	8	1,40	10
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	72	15	24	..	6	..	2,69	1,20	10
D Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	24	..	..	2,05	..	11	3,15
(*b*) Steel Sleepers.	..	..	..	..	..	..	..	..	14
(*c*) Cast-iron sleepers.	..	..	..	..	..	..	..	3	18
(*d*) wooden sleepers.	..	..	6,14	..	..	7,79	..	..	11,45
(*e*) Other P. W. Material. ..	50	30	28	58	7	53	..	69	3,38
Eal. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	6,28	10	10	7,37	24	..	11,56	2,10	2,35
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	1,32	7	16	..	2	..	5,62	63	18,87
Eb2 Railway Carriage and Wagon body components excludiag electrical, gas, rubber and textile fittings.	1	5	6	85	14	5	7,48	12	1,09
Eb5. VB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	13	2	7	1	..	..	1,17	15
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	8	11	2	3	..	..	13	23
E1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	1,00	45	13	22	14	2	1,37	3,76
F2. Signal and Interlocking material, and their parts and fittings.	4	51	16	..	6	57	..	45	70
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	41	13	4	33	23	..	1,49	26
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	19	5	1	15	18	..	73	18
Gb4. *Metals.*	16	2,07	1,38	50	2,05	1,07	..	13,75	3,30
Gb5. *Painters' Stores.*	3	49	21	33	64	53	..	1,38	1,87
Gb6. *Timber.*	..	..	2,44	..	..	1,30	..	1	5,27
Gb7. *Fuel and fuel oil.*	..	..	4,31	..	7	7,27	..	17	29,11
(*a to e*). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	18	1,41	10	42	1,69	1	27	6,02	41
All other stores not detailed in the above major heads.	9	2,23	4,67	19	3,38	5,29	85	14,81	10,79
Total	9,35	9,86	21,49	11,10	9,66	27,17	28,57	47,84	96,91

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1935-36. (In thousands of rupees.)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	23
2	..	4	..	..	5	..	..	3	..	2	9,88	A. Bridge work and its parts, fittings and special fastenings.
8	34	2	..	6	3	..	43	3	..	2,62	8	B. Engineering Plant and components including all hand and power machinery.
2,22	54	1	2	65	4	3	2,18	13	7	5,67	12	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
												D. Permanent Way Material and Track tools—
..	1	71	..	4	..	..	..	5,47	..	..	22,85	(*a*) Rails.
..	..	77	..	..	..	..	..	..	..	..	1,54	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	..	..	..	..	24,46	(*c*) Cast iron sleepers.
..	..	10,69	..	..	8,98	..	..	11,06	..	..	11,86	(*d*) Wooden sleepers.
85	37	1,38	..	1	1,86	..	1,22	1,71	..	82	21,91	(*e*) Other P. W. Material.
5,72	66	2	1,40	27	4	..	10,95	48	10	25,53	55	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
7,35	8	6,37	89	2	..	..	7,13	5,78	..	26,77	69,66	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
37	17	57	4	6	..	..	2,43	53	..	51	1,52	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
1,06	10	8	1	9	..	..	17	31	..	1,87	1,88	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
4	5	..	12	5	..	..	58	26	..	86	20	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
14	57	24	..	12	21	..	52	8,17	..	3,11	98	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
1,53	71	7	..	50	..	..	10	10	..	48	4,20	F2. Signal and Interlocking material, and their parts and fittings.
1,27	1,22	21	32	20	4	..	1,19	41	..	2,24	53	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
9	68	15	4	4	6	..	30	13	..	84	51	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
3,67	3,91	6,34	1,57	2,15	33	..	3,73	4,54	..	10,75	37,66	Gb4. Metals.
13	1,88	1,47	13	79	30	..	1,30	3,03	..	2,00	5,30	Gb5. Painters' Stores.
..	1	5,24	..	..	50	..	1	6,17	..	5	5,50	Gb6. Timber.
..	54	18,41	9	..	16,41	..	21	11,88	..	..	20,34	Gb7. Fuel and fuel oil.
4,22	2,45	5	53	1,46	3,36	..	8,42	37	..	13,19	2,79	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
2,03	8,97	14,05	43	2,83	9,18	..	4,33	7,58	..	8,82	45,79	All other stores not detailed in the above major heads.
30,79	23,26	66,89	5,59	9,34	41,39	3	45,20	68,17	17	1,06,18	2,90,11	

† Includes figures for Central Indian Coalfields Railway.

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur and H. E. H. the*

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
24	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
A. Bridge work and its parts, fittings and special fastenings.	..	65	9	..	2	..	..	..	19
B. Engineering Plant and components including all hand and power machinery.	..	61	4	4	21	..	..	1,68	8
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	49	2,33	14	2,30	61	4	9	2,54	..
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	2,97	..	..	12,71	..	..	17,46
(*b*) Steel Sleepers.	..	..	23	..	..	2,93	..	1,30	8,17
(*c*) Cast iron sleepers.	..	..	7,07	..	..	1,66	..	..	76
(*d*) Wooden sleepers.	..	..	51	..	..	14,05	..	..	19,70
(*e*) Other P. W. Material. ..	..	2,28	2,07	2,53	13	1,59	..	2,85	5,23
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	17,87	79	4,49	65	3	..	18,88	10
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	21,43	5,43	3,93	2	9,82	..	57	15
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	1,60	5	76	8	2	..	4,30	44
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	1,01	2	5	28	1	..	1,87	6
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	71	4	29	15	2	..	98	16
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings	..	66	99	10	37	27	..	3,33	3,91
F2. Signal and Interlocking material, and their parts and fittings.	..	30	52	2	14	43	..	1,03	1
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	1,76	50	32	34	18	..	2,77	64
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	66	30	37	27	18	..	1,24	73
Gb4. Metals.	..	7,07	3,87	2,63	3,53	82	..	6,95	10,05
Gb5. Painters' Stores.	..	1,73	1,25	30	1,20	56	..	3,98	2,33
Gb6. Timber.	..	2	3,95	..	..	2,18	..	1	5,51
Gb7. Fuel and fuel oil.	..	2	34,33	..	1,01	27,19	..	9,83	39,07
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	8,88	67	1,01	2,96	2	..	7,21	—3
All other stores not detailed in the above major heads.	..	15,03	10,16	2,05	7,49	7,18	..	20,22	23,77
Total ..	49	84,62	75,99	21,19	19,46	81,89	9	91,54	1,38,49

DIX A—*concld.*

Nizam's State Railways) *during the year 1935-36.* (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
..	..	..	..	24	8	58	1,41	10,81	A. Bridge work and its parts, fittings and special fastenings.
..	2	1	9	23	14	34	8,37	55	B. Engineering Plant and components including all hand and power machinery.
..	2	..	1,28	34	10	9,91	16,29	92	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	4,13	..	16	71,74	(*a*) Rails.
..	..	..	1,19	12	1,70	1,19	1,42	15,48	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	3	34,13	(*c*) Cast iron sleepers.
..	..	1,62	..	..	10,07	..	..	1,13,92	(*d*) Wooden sleepers.
5	15	1	1,03	31	6,00	5,54	9,20	45,95	(*e*) Other P. W. Material.
2,67	12	..	4,20	53	..	43,79	77,90	4,46	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
17	1	40	1,98	3,31	2	21,26	60,06	1,16,66	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
..	..	..	49	17	3	10,00	9,66	4,36	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	2	..	4	16	2	1,23	6,88	2,55	E V B. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	6	22	1	53	3,85	1,03	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	26	13	28	77	3,42	67	12,30	22,67	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	71	4	—5	83	1,19	1,54	5,82	7,99	F2. Signal and Interlocking material, and their parts and fittings.
..	15	3	47	53	15	2,42	12,63	3,31	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	5	1	13	16	2	64	5,31	2,50	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
7	53	21	3,06	1,94	1,61	11,66	58,43	71,18	Gb4. Metals.
2	27	12	44	1,50	28	1,38	17,16	17,25	Gb5. Painters' Stores.
..	..	9	..	..	2,02	..	11	40,17	Gb6. Timber.
..	..	1,64	..	93	9,15	9	12,78	2,19,11	Gb7. Fuel and fuel oil.
..	38	1	3,99	1,63	25	10,62	55,70	8,01	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	42	89	1,33	5,09	3,73	6,97	93,62	1,43,08	All other stores not detailed in the above major heads.
2,98	3,12	5,21	20,01	*19,01	44,12	1,30,36	4,69,09	9,57,83	Total.

*Includes Rs. 276 on account of customs duty.

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	*1933-34*	*30,57,967*	*438,425*	*Nil*	*113,225*
				1934-35	*(a)29,35,511*	*(b)543,313*	*Nil*	*128,953*
				1935-36	(a)28,90,856	511,106	*Nil*	100,395
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1933-34*	*17,48,995*	*50,402*	*3,595*	*2,100*
				1934-35	*18,42,180*	*43,718*	*3,995*	*11,522*
				1935-36	(c)15,15,088	38,145	4,790	7,706
Kurharbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1933-34*	*72,42,679*	*441,398*	*95,007*	*107,958*
				1934-35	*(a)71,77,738*	*473,067*	*107,672*	*190,398*
				1935-36	(a)69,50,106	420,684	124,713	167,566
Bhurkunda .	State . .	Bihar and Orissa.	1st June 1927.	*1933-34*	*53,28,793*	*78,202*	*Nil*	*25,146*
				1934-35	*(a)53,26,342*	*75,160*	*Nil*	*28,953*
				1935-36	(a)53,24,592	73,631	*Nil*	13,269
Kargali . .	State . .	Bihar and Orissa.	18th July 1917.	*1933-34*	*43,71,539*	*406,512*	*21,986*	*67,436*
				1934-35	*(a)42,85,734*	*379,497*	*1,828*	*63,847*
				1935-36	(a)42,27,889	343,189	2,059	90,092
Argada . .	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	*1933-34*	*29,20,301*	*173,398*	*Nil*	*21,757*
				1934-35	*(a)28,27,165*	*229,710*	*Nil*	*21,606*
				1935-36	28,29,616	237,278	*Nil*	19,754
Talcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	*1933-34*	*18,08,970*	*40,846*	*Nil*	*9,873*
				1934-35	*19,40,404*	*94,922*	*Nil*	*11,343*
				1935-36	20,20,541	145,045	*Nil*	12,894
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	*1933-34*	*38,55,435*	*1,80,004*	*Nil*	*5,058*
				1934-35	*(b)38,98,308*	*136,138*	*Nil*	*5,778*
				1935-36	(a)38,87,494	150,005	*Nil*	6,285
Jarangdih .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	1st April 1927.	*1933-34*	*79,10,829*	*102,930*	*16,322*	*22,134*
				1934-35	*(a)78,46,056*	*91,410*	*17,390*	*9,620*
				1935-36	78,58,188	77,787	*14,*486	11,189
Religara .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	*1933-34*	*20,78,976*	††	††	††
				1934-35	*20,84,709*	††	††	††
				1935-36	(d)20,79,627	††	††	††
Kurasia .	Bombay Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1933-34*	*7,90,582*	*82,806*	*Nil*	*680*
				1934-35	*10,62,463*	*121,189*	*Nil*	*1,706*
				1935-36	12,25,397	150,245	*Nil*	3,087
Kadla .	East Indian and Bengal Nagpur Railways	Bihar and Orissa.	..	*1933-34*	*7,23,136*	§		§
				1934-35	*7,38,124*	§	§	§
				1935-36	7,38,124	§	§	§

(*a*) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.
(*b*) Revised figures.
(*c*) The decrease is mainly due to adjustment of issue price of coal raised during development.
(*d*) The decrease is due to credit realized on account of materials sold on relinquishing the property.

DIX B.

for the years 1933-34 to 1935-36.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
551,650	*551,650*	‡	‡	*1,694*	*326*	*1*	*8*	Bokaro.
672,266	*672,416*	‡	‡	*1,809*	*372*	*Nil*	*9*	Bokaro.
611,501	611,501	12,12,306	1·98	1,714	357	*1*	*5*	Bokaro.
56,097	*56,097*	**(*b*)*19,71,833*	*3·24*	*243*	*231*	*Nil*	*Nil*	Swang.
59,235	*59,235*	**(*b*)*19,86,401*	*2·72*	*262*	*226*	*Nil*	*1*	Swang.
50,641	50,641	2,40,638	4·75	278	182	*Nil*	1	Swang.
644,363	*604,780*	(*b*)*27,51,599*	*4·27*	*6,624*	*97*	*4*	*24*	Kurharbaree and Serampore.
771,137	(*b*) *706,675*	(*b*)*28,60,273*	*3·71*	*6,428*	*120*	*4*	*16*	Kurharbaree and Serampore.
712,963	667,430	30,07,305	4·22	5,380	133	69	37	Kurharbaree and Serampore.
103,348	*103,348*	†	†	*812*	*127*	*Nil*	*1*	Bhurkunda.
104,113	*103,413*	†	†	*717*	*134*	*Nil*	*Nil*	Bhurkunda.
86,900	86,900	6,21,055	7·15	675	129	*Nil*	4	Bhurkunda.
495,934	*495,934*	*18,24,787*	*3·68*	*3,711*	*134*	*2*	*7*	Kargali.
445,172	*445,172*	*12,21,016*	*2·75*	*9,944*	*148*	*Nil*	*5*	Kargali.
435,340	435,340	11,78,441	2·71	3,147	138	3	13	Kargali.
195,155	*193,674*	*6,58,557*	*3·37*	*879*	*222*	*Nil*	*1*	Argada.
251,316	*252,797*	(*b*) *7,87,264*	*b*) *3·13*	*1,126*	*223*	*Nil*	*2*	Argada.
257,032	256,952	722,598	2·81	1,336	192	*Nil*	2	Argada.
50,719	*51,401*	(*b*) *2.98,187*	(*b*) *5·88*	*628*	*81*	*Nil*	*1*	Talcher.
106,265	*106,179*	(*b*) *3,98,157*	(*b*) *3·75*	*865*	*123*	*3*	*5*	Talcher.
157,939	158,193	5,70,402	*3·61*	1,209	131	3	10	Talcher.
185,062	*185,062*	(*b*) *6,14,228*	(*b*) *3·32*	*177*	*1,046*	*2*	*49*	Talcher.
141,916	*141,916*	*4,60,323*	*3·25*	*158*	*898*	*1*	*50*	Talcher.
156,290	156,290	5,06,751	3·24	174	898	2	93	Talcher.
141,386	*140,810*	*6,50,480*	*4·60*	*1,357*	*104*	*1*	*26*	Jarangdih.
118,420	*127,668*	*5,29,505*	*4·47*	*1,219*	*97*	*Nil*	*17*	Jarangdih.
103,462	103,747	4,50,831	4·36	1,156	90	1	7	Jarangdih.
††	††	††	††	††	††	††	††	Relgara.
††	††	††	††	††	††	††	††	Relgara.
††	††	††	††	††	††	††	††	Relgara.
83,486	*83,476*	*2,85,141*	*3·42*	*440*	*190*	*Nil*	*2*	Kurasia.
122,895	*122,905*	*4,23,028*	*3·44*	*566*	*217*	*Nil*	*6*	Kurasia.
153,332	152,692	5,14,807	3·36	619	248	*Nil*	10	Kurasia.
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	Kedla.

†Development in progress. No working account yet opened.

†† Development work has been suspended and the colliery relinquished.

‡ Included under "Swang" separate figures not being available.

**See remarks against‡.

§ Further Development postponed indefinitely.

APPEN

1.—*Statement of the Number of Servants of all races employed on each Railway system (**open lines***

Railways.	Number of Europeans.		Indians. Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
	1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal .	*53*	50	*10,339*	10,027	*5,317*	5,619	*215*	219	*125*	101
Bengal & North Western.	*97*	95	*23,171*	23,118	*3,706*	3,677	*221*	225	*12*	11
Bengal-Nagpur .	**405*	278	**54,262*	55,622	**6,369*	6,342	**1,568*	1,735	**644*	530
Bombay, Baroda & Central India.	**293*	304	**48,419*	48,894	*11,155*	11,324	**1,017*	978	**163*	204
Burma .	*107*	100	**15,206*	15,367	*2,415*	2,318	*639*	639	*623*	589
Eastern Bengal .	*187*	165	*36,268*	34,329	*13,839*	14,073	*629*	605	*192*	152
East Indian .	*814*	713	**94,314*	95,579	**24,136*	24,871	**2,513*	2,526	**470*	543
Great Indian Peninsula.	*517*	488	*64,236*	66,420	*10,343*	10,443	*1,535*	1,555	*266*	293
Jodhpur .	*27*	27	*5,318*	5,622	*1,592*	1,620	*21*	27	*9*	8
Madras & Southern Mahratta.	**184*	176	**38,608*	38,499	**5,548*	5,595	**1,882*	1,881	**16*	20
Nizam's State .	*77*	77	*12,885*	12,524	*2,550*	2,335	*457*	386	*12*	12
North Western .	**506*	495	*35,925*	36,018	*56,952*	58,594	**1,179*	1,032	*6,062*	6,105
Rohilkund and Kumaun.	*17*	19	*3,792*	3,725	*1,711*	1,796	*33*	36	*Nil*	2
South Indian .	*129*	117	*29,063*	29,500	*1,996*	2,025	**1,340*	1,368	**3*	3
Total .	**3,413*	3,104	**471,806*	475,244	**147,629*	150,632	**13,249*	13,212	**8,597*	8,573
CLASS II.										
Barsi Light .	*9*	9	*1,217*	1,214	*195*	171	*13*	26	*Nil*	*Nil*
Bengal-Dooars .	*4*	4	*1,472*	1,347	*251*	261	*7*	9	*Nil*	3
Bhavnagar State	*2*	2	*2,945*	3,209	*257*	270	*11*	6	*Nil*	*Nil*
Bikaner State .	*6*	8	*3,098*	3,225	*755*	819	*2*	2	*21*	32
Darjeeling-Himalayan.	*8*	6	*1,679*	1,665	*51*	60	*21*	19	*4*	4
Dibru-Sadiya .	*10*	11	*1,968*	1,694	*306*	332	*4*	4	*27*	32
Gaekwar's Baroda State.	*1*	1	**3,288*	3,322	*309*	241	*27*	25	*32*	23
Gondal . .	*Nil*	*Nil*	*1,030*	1,079	*62*	47	*Nil*	*Nil*	*Nil*	*Nil*
Jamnagar-Dwarka	*1*	*Nil*	*991*	962	*208*	209	*1*	1	*Nil*	*Nil*
Junagad State .	*3*	3	*1,029*	1,104	*212*	230	*6*	6	*Nil*	*Nil*
Morvi . .	*Nil*	*Nil*	*934*	986	*106*	80	*1*	*Nil*	*Nil*	*Nil*
Mysore . .	*3*	2	*1,437*	1,434	*226*	221	*33*	36	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur.	*3*	3	*359*	365	*240*	237	*2*	5	*5*	5
Total .	*50*	49	**21,447*	21,606	*3,178*	3,178	*128*	139	*89*	99
†Class III, Total .	*21*	22	**5,767*	5,937	**1,065*	1,085	**21*	23	**4*	3
Railway Board & other Railway Offices-	**40*	44	**2,138*	2,190	**491*	544	**52*	49	**62*	65
†Grand Total .	**3,524*	3,219	**501,158*	504,977	**152,363*	155,439	**13,450*	13,423	**8,752*	8,740

*Revised figures.

† The figures for Jessore-Jhenidah Railway are not included as the information is not available.

DIX C.

***only**)and in the Railway Board and other Railway Offices at the close of the years 1934-35 and 1935-36.*

servants employed.

Indian Christians.		Other classes.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.'.		Railways.
1934-35.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
62	78	*202*	234	*16,260*	16,278	*16,313*	16,328	*16,313*	16 328	Assam-Bengal.
208	203	*5*	4	*27,323*	27,238	*27,420*	27,333	*27,420*	27,333	Bengal & North-Western.
**986*	987	**61*	63	**63,890*	65,279	**64,295*	65,557	**64,295*	65,557	Bengal-Nagpur.
1,579	1,534	*1,243*	1,371	**63,576*	64,305	**63,869*	64,609	**63,869*	64,609	Bombay, Baroda & Central India.
406	355	**4,172*	4,380	*23,461*	23,648	*23,568*	23,748	*23,570*	23,750	Burma.
207	234	*13*	19	*51,148*	49,412	*51,335*	49,577	*51,338*	49,579	Eastern Bengal.
**700*	742	**149*	176	**122,282*	124,437	**123,096*	125,150	**123,101*	125,156	East Indian.
3,286	3,320	*1,025*	1,021	*80,691*	83,052	*81,208*	83,540	*81,209*	83,541	Great Indian Peninsula.
75	81	*9*	18	*7,024*	7,376	*7,051*	7,403	*7,051*	7,403	Jodhpur.
3,547	3,449	**92*	79	*49,693*	49,523	**49,877*	49,699	**49,877*	49,699	Madras & Southern Mahratta.
762	741	*60*	61	*16,726*	16,059	*16,803*	16,136	*16,803*	16,136	Nizam's State.
1,037	1,059	*2,209*	1,910	**103,364*	104,718	*103,870*	105,213	*103,875*	105,217	North Western.
7	10	*Nil*	*Nil*	*5,543*	5,569	*5,560*	5,588	*5,560*	5,588	Rohilkund and Kumaun.
3,649	3,743	*149*	155	*36,200*	36,794	*36,329*	36,911	*36,329*	36,911	South Indian.
**16,511*	16,536	**9,389*	9,491	**667,181*	673,688	**670,594*	676,792	**670,610*	676,807	Total.
										CLASS II.
47	42	*1*	1	*1,473*	1,454	*1,482*	1,463			Barsi Light.
3	4	*5*	5	*1,738*	1,629	*1,742*	1,633			Bengal-Dooars.
29	32	*36*	38	*3,278*	3,555	*3,280*	3,557			Bhavnagar State.
4	8	*Nil*	*Nil*	*3,880*	4,086	*3,886*	4,094			Bikaner State.
12	14	*18*	11	*1,785*	1,773	*1,793*	1,779			Darjeeling-Himalayan.
17	27	*Nil*	*Nil*	*2,322*	2,089	*2,332*	2,100			Dibru-Sadiya.
32	34	*9*	11	**3,697*	3,656	**3,698*	3,657			Gaekwar's Baroda State.
7	7	*3*	2	*1,102*	1,135	*1,102*	1,135			Gondal.
9	10	*1*	2	*1,210*	1,184	*1,211*	1,184			Jamnagar-Dwarka.
7	8	*3*	3	*1,257*	1,351	*1,260*	1,354			Junagad State.
1	1	*2*	2	*1,044*	1,069	*1,044*	1,069			Morvi.
Nil	*Nil*	*139*	146	*1,835*	1,837	*1,838*	1,839			Mysore.
**3*	1	**Nil*	*Nil*	*609*	613	*612*	616			Shahdara (Delhi) Saharanpur.
**171*	188	**217*	221	**25,230*	25,431	**25,280*	25,480			Total.
44	44	**27*	28	*6,928*	7,120	*6,949*	7,142			†Class III Total.
48	56	*2*	2	**2,793*	2,906	**2,833*	2,950			Railway Board & other Railway Offices.
**16,774*	16,824	**9,635*	9,742	**702,132*	709,145	*05,656*	712,364			†Grand Total.

*Revised figures.

†The figures for Jessore-Jhenidah Railway are not included as the information is not available.

II.—*Statement showing number of servants of all races employed on Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1934-35 and 1935-36.*

Name of Railway.	31st MARCH 1935.									31st MARCH 1936.								
		Indians.							Total No. on the Railway (Column 1 *plus* 8).		Indians.							Total No. on the Railway (Col. 10 *plus* 17).
	Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Columns 2 to 7).		Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total (Cols. 11 to 16).	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
State Managed Railways.																		
Burma	28	2,102	631	539	84	254	1,161	4,771	4,799	25	2,122	614	541	82	248	1,223	4,830	4,855
Eastern Bengal ..	131	7,722	1,639	576	36	39	12	10,024	10,155	110	7,595	1,766	539	29	41	10	9,890	10,000
East Indian	*519	*15,989	*3,877	*2,352	141	214	22	*22,595	*23,114	510	15,970	3,993	2,273	140	223	19	22,618	23,128
Great Indian Peninsula ..	357	10,393	1,915	1,361	58	1,370	652	15,749	16,106	336	10,909	1,873	1,376	56	1,371	681	16,266	16,602
North Western.. ..	352	11,375	6,048	1,047	1,481	172	101	20,224	20,576	350	11,549	6,502	931	1,525	226	84	20,817	21,167
Railway Board and Miscellaneous Offices.	2	*1,816	*408	*46	*61	40	2	*2,373	*2,375	2	1,827	426	43	61	45	2	2,404	2,406
Total ..	*1,389	*49,397	*14,518	*5,921	*1,861	2,089	1,950	*75,736	*77,125	1,333	49,882	15,174	5,703	1,893	2,154	2,019	76,825	78,158
Company Managed Railways.																		
Assam Bengal	16	2,609	688	195	23	27	11	3,553	3,569	14	2,844	856	214	26	31	21	3,992	4,006
Bengal Nagpur ..	109	*8,185	*755	*1,142	*97	*215	15	*10,409	*10,518	100	7,978	746	1,163	91	197	10	10,185	10,285
B. and N. Western ..	31	3,729	1,077	224	14	74	2	5,120	5,151	35	3,728	1,102	222	12	68	2	5,134	5,169
B. B. and Central India ..	178	15,847	4,579	966	104	1,011	1,164	23,671	23,849	193	15,505	4,333	959	124	935	1,279	23,135	23,328
M. and S. Mahratta ..	*94	*7,103	882	*1,295	*5	644	121	*10,050	*10,144	86	7,153	920	1,347	5	657	118	10,200	10,286
R. and Kumaon ..	7	637	270	31	1	6	..	945	952	5	647	304	35	1	7	1	995	1,000
South Indian	57	*7,236	*535	936	..	*790	7	*9,504	*9,561	48	7,217	550	939	..	806	6	9,509	9,557
Total ..	492	*45,346	*8,783	*4,789	*244	*2,767	1,320	*63,252	*63,744	481	45,072	8,811	4,870	259	2,701	1,437	63,150	63,631
Grand Total ..	*1,881	*94,743	*23,304	*10,710	*2,105	*4,856	3,270	*138,988	*140,869	1,814	94,954	23,985	10,573	2,152	4,855	3,456	139,975	141,789

* Revised figures.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1935-36 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1931-32. 2	1932-33. 3	1933-34. 4	1934-35. 5	1935-36 6	References. 7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 308.
Collisions—						
Passenger trains	65	44	65	47	59	Items 1 to 3.
Other trains and light engines	200	161	191	166	204	„ 4 to 6.
Derailments—						
Passenger trains	294	216	234	274	273	„ 7 (*a*) & 7 (*b*).
Other trains	3,291	2,968	3,174	3,217	3,077	„ 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock*—						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	83	85	84	115	95	Item 9 (*a*) (1).
(2) machinery, springs, etc.	494	438	437	441	308	„ 9 (*a*) (2).
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	287	201	269	224	260	„ 9 (*b*) (1).
(2) other causes	1,538	1,216	1,132	1,182	1,379	„ 9 (*b*) (2).
Failure of tyres and wheels	17	11	12	33	20	„ 9 (*c*) & 9 (*d*).
ditto axles	86	54	44	51	52	„ 9 (*e*).
ditto brake apparatus	14	5	13	15	9	„ 9 (*f*).
ditto couplings and draft gear	3,575	2,017	1,917	2,029	2,025	„ 9 (*g*).
Other rolling stock failures	†	4	345	748	435	„ 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	306	350	355	323	321	„ 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	7	3	6	5	4	„ 10 (*b*).
Flooding of portions of permanent-way.	136	124	188	107	83	„ 10 (*c*).
Slips in cuttings or embankments	69	59	74	52	68	„ 10 (*d*).
IV.—*Fires*—						
Fire in trains	107	133	144	182	156	„ 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	59	62	42	33	64	„ 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line	8,790	9,237	9,701	9,362	9,538	„ 12 (*b*).
Trains running over obstructions on the line (other than those at level crossings).	168	236	193	189	201	„ 12 (*c*).
Trains running over obstructions or vehicles at level crossings	107	109	94	73	85	„ 12 (*d*).
Train-wrecking	32	47	20	17	10	„ 12 (*e*).
Attempted train-wrecking	122	131	116	107	101	„ 12 (*f*).
Miscellaneous	472	356	381	387	387	„ 12 (*g*) + 12 (*a*).
TOTAL	20,319	18,287	19,231	19,379	19,214	Total.

*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	245	808	215	761	204	785	189	794	177	787	Total (*a*) Col. 29.
Railway servants	201	1,819	184	1,789	177	1,975	183	2,269	164	2,306	„ (*b*) Col. 54.
Other persons	2,322	736	2,225	698	2,307	679	2,545	790	2,599	767	„ (*c*) Col. 54.
TOTAL	2,768	3,363	2,624	3,248	2,688	3,439	2,917	3,853	2,940	3,860	„ (*d*) Col. 54.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers	8	93	6	61	21	160	15	74	5	87	Cols. 310 and 312—(Total)
Railway servants	16	157	8	79	9	123	10	107	16	135	„ 314 & 316— „
Other persons	32	62	41	103	45	86	32	42	98	139	„ 318 & 320— „
TOTAL	56	312	55	243	75	369	57	223	119	361	„ 322 & 324—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	2	11	10	21	7	19	5	38	3	27	Cols. 352 & 353—(Total).
Railway servants	43	5,467	24	5,922	33	6,357	24	6,071	22	6,618	„ 354 & 355 — „
Other persons	19	47	44	75	23	798	28	67	25	84	„ 356 & 357 — „
TOTAL	64	5,525	78	6,018	63	7,174	57	6,176	50	6,729	„ 358 & 359—(Total).
TOTAL PASSENGERS	255	912	231	843	232	964	209	903	185	991	A+B+C above.
TOTAL RAILWAY SERVANTS	269	7,443	216	7,790	219	8,455	217	8,447	202	9,059	A+B+C above.
TOTAL OTHER PERSONS	2,373	845	2,310	876	2,375	1,563	2,605	899	2,722	990	A+B+C above.
GRAND TOTAL	2,888	9,200	2,757	9,509	2,826	10,982	3,031	10,252	3,109	10,950	A+B+C above.

		Railway Servants.	Other Persons.	Total.	
*Number of persons killed or injured in Railway Workshops, etc., in 1935-36 not included in the above summary.	Killed	12	3	15	Appendix D (*vi*). Totals (*b*), (*c*) & (*d*) (*Col. 404*).
	Injured	8,136	14	8,150	

†New item, introduced from 1932-33.

Number of persons killed or injured during the year 1935-36 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (*a*)	8	9	10	11	12	13	14	15	16
(*a*) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	..	..	2	4	13	6
	Injured	..	1	1	..	1	3	19	9
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	..	..	..	4	6	3	1
	Injured	..	5	21	1	10	15	16	39
3. Crossing the line at stations	Killed	..	..	..	1	..	2	4	1
	Injured	..	2	..	1	..	1	2	..
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	1	..	..	2	..	..	2
5. Falling or jumping out of carriages during the running of trains.	Killed	..	2	4	14	2	9	13	8
	Injured	10	80	25	23	22	36	20	65
6. Other accidents	Killed	..	..	1	1	..	1	3	1
	Injured	1	4	..	5	..	4	9	55
TOTAL (*a*)	Killed	..	2	5	16	8	22	36	17
	Injured	11	93	47	30	35	59	66	170
(*b*) RAILWAY SERVANTS.									
(*i*) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	1	1	3	..
	Injured	1	2	..	100	19	9	121	143
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	1	..	..
	Injured	..	..	..	3	..	1	3	2
3. Passing over or standing upon buffers during shunting	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	4	..	2	1	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	..	..	..	1	..	..	..
	Injured	1	3	4	5	11	3	18	16
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	..	1
	Injured	..	..	2	2	5	1	26	24
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	1	2	9	2
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	5	3	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	..	..	..	..	..	..	4	5
	Injured	2	4	1	2	9	9	51	52
TOTAL (*i*)	Killed	..	..	..	..	2	2	7	6
	Injured	4	9	7	116	45	32	232	239

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents [see Col. 7 (*a*)].
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36.	*1934-35.*	1935-36. (Cols. 24, 26 and 28.)	*1934-35.* (Cols. 23, 25 and 27.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	5	..	..	30	*30*	..	..	..	..	30	*30*	1
..	..	..	10	..	..	44	*51*	..	..	..	..	44	*51*	
..	..	..	*5*	..	2	21	*21*	..	*2*	..	..	21	*23*	2
..	..	2	18	..	1	128	*97*	..	..	..	*1*	128	*98*	
..	..	..	1	..	..	9	*5*	..	..	..	..	9	*5*	3
..	1	..	..	..	..	7	*9*	..	*1*	..	..	7	*10*	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	4
..	..	..	..	..	..	5	*7*	..	..	..	..	5	*7*	
1	3	3	35	..	7	101	*113*	5	*3*	1	*2*	107	*118*	5
1	41	1	87	7	52	470	*506*	26	*10*	15	*15*	511	*531*	
..	..	..	1	..	..	8	*10*	..	..	1	*3*	8	*13*	6
..	3	..	3	1	2	87	*89*	2	*2*	3	*6*	90	*97*	
1	3	3	48	..	9	170	*179*	5	*5*	2	*5*	177	*189*	Total (*a*).
1	45	3	118	8	55	741	*759*	28	*13*	18	*22*	787	*794*	
1	1	..	1	..	..	8	*7*	..	..	..	..	8	*7*	1
1	50	17	91	..	14	568	*514*	3	*1*	5	*5*	576	*520*	
..	..	..	..	..	..	1	*1*	..	..	..	..	1	*1*	2
..	1	..	2	..	..	12	*17*	1	..	..	..	13	*17*	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	3
..	..	..	..	1	..	8	*10*	..	..	..	..	8	*10*	
..	..	..	..	..	..	1	*9*	..	..	..	..	1	*9*	4
..	9	..	16	..	..	86	*79*	2	*1*	..	*2*	88	*82*	
..	..	..	..	..	..	1	*3*	..	*1*	..	..	1	*4*	5
..	7	1	10	..	..	78	*87*	..	..	..	*1*	78	*88*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	14	*21*	..	..	..	*1*	14	*22*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	7
..	..	..	4	..	..	12	*19*	..	..	..	..	12	*19*	
..	..	1	2	..	1	13	*9*	..	..	..	..	13	*9*	8
..	7	4	21	..	5	167	*188*	1	*1*	1	*2*	169	*191*	
1	1	1	4	..	1	25	*30*	..	*1*	..	..	25	*31*	Total (*b*).
1	74	22	144	1	19	945	*935*	7	*3*	6	*11*	958	*949*	

a

APPEN

Number of persons killed or injured during the year 1935-36 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(*b*) RAILWAY SERVANTS—*concld.*									
(*ii*) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	1	..	1	..	..	2	..
	Injured	1	1	2	3	1	2	7	6
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	1	..	..	1	..	..
	Injured	..	..	..	9	2	..	4	3
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	1	..	..	1	2	4	2
	Injured	..	3	..	4	2	4	14	46
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	2	3	9	205	268
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	..	1	1	3	5
	Injured	..	1	2	13	1	1	1	4
14. Attending to gates at level-crossings	Killed	..	1	1	1	..	..	1	1
	Injured	..	2	..	2	2	..	1	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	2	13	2	4	12	5
	Injured	1	3	1	25	2	3	9	10
16. Being caught between vehicles	Killed	..	..	..	..	..	..	3	..
	Injured	1	..	..	1	..	..	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	2	3	..
	Injured	..	..	..	15	..	..	7	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	..	3	3	5	4
	Injured	..	1	..	9	3	1	2	3
19. Miscellaneous	Killed	2	..	3	..	..	4	5	..
	Injured	..	4	5	26	14	37	54	103
TOTAL (*ii*).	Killed	2	3	8	15	7	17	38	17
	Injured	4	15	10	109	30	57	305	444
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	2	3	8	15	9	19	45	23
	Injured	8	24	17	225	75	89	537	683
(*c*) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	..	1	..	..	3	9	7
	Injured	..	1	..	..	3	3	1	..
2. Trespassing on the line	Killed	50	189	158	147	76	183	430	170
	Injured	26	90	60	74	28	45	117	31
3. Suicides	Killed	3	6	59	9	5	29	194	76
	Injured	..	2	1	..	..	4	4	4
4. Miscellaneous	Killed	..	1	2	..	..	8	16	3
	Injured	..	7	4	2	3	16	15	4
TOTAL OTHER PERSONS (*c*)	Killed	53	196	220	156	81	223	649	256
	Injured	26	100	65	76	34	68	137	39
(*d*) GRAND TOTAL =(*a*) + (*b*) + (*c*)	Killed	55	201	233	187	98	264	730	296
	Injured	45	217	129	331	144	216	740	892

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS		Serial No. of Class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1935-36.	*1934-35.*	1935-36	*1934-35.*	1935-36.	*1934-35*	1935-36. (Cols. 48, 50 & 52.)	*1934-35.* (Cols. 49, 51 & 53.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	..	..	1	..	..	5	*5*	..	*1*	..	..	5	*6*	9
1	5	2	20	..	3	54	*73*	7	..	..	*1*	61	*74*	
..	..	..	1	..	..	3	*4*	1	..	..	..	4	*4*	10
..	..	..	4	..	..	22	*29*	..	..	1	*1*	23	*30*	
..	1	..	..	..	..	11	*7*	1	*3*	..	..	12	*10*	11
2	3	2	24	1	2	107	*98*	..	*1*	1	..	108	*99*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
..	..	..	64	..	1	553	*648*	1	..	2	..	556	*648*	
..	..	..	2	..	..	13	*9*	1	..	..	..	14	*9*	13
1	..	..	3	..	..	27	*12*	..	*1*	1	..	28	*13*	
..	..	..	..	..	..	5	*5*	..	..	..	..	5	*5*	14
..	1	..	..	..	..	9	*9*	2	..	..	..	11	*9*	
..	..	5	8	..	2	53	*71*	..	*1*	..	..	53	*72*	15
..	6	2	19	..	3	84	*60*	..	*1*	..	*2*	84	*63*	
..	..	..	..	1	..	4	*6*	..	..	..	..	4	*6*	16
..	..	..	..	..	..	3	*11*	..	..	..	..	3	*11*	
..	..	..	..	..	..	5	*2*	..	..	..	..	5	*2*	17
..	..	..	2	..	..	24	*13*	..	..	..	..	24	*13*	
..	..	2	2	..	..	19	*21*	..	..	1	..	20	*21*	18
..	1	..	2	..	..	22	*28*	..	*2*	1	..	23	*30*	
..	2	..	1	..	..	17	*12*	..	*5*	..	..	17	*17*	19
..	90	12	63	1	3	412	*319*	15	*11*	..	..	427	*330*	
..	3	7	15	1	2	135	*142*	3	*10*	1	..	139	*152*	Total (*ii*).
4	106	18	201	2	12	1,317	*1,300*	25	*16*	6	*4*	1,348	*1,320*	
1	4	8	19	1	3	160	*172*	3	*11*	1	..	164	*183*	Total (*b*).
5	180	40	345	3	31	2,262	*2,235*	32	*19*	12	*15*	2,306	*2,269*	
..	1	..	3	..	9	33	*24*	..	..	1	..	34	*24*	1
..	..	..	1	..	..	9	*12*	..	*5*	1	..	10	*17*	
4	104	11	242	17	143	1,924	*1,955*	30	*48*	14	*16*	1,968	*2,019*	2
3	22	2	83	6	28	615	*652*	24	*16*	17	*25*	656	*693*	
2	40	7	47	6	49	532	*455*	6	*3*	4	*2*	542	*460*	3
..	1	..	3	1	1	21	*15*	..	..	..	*1*	21	*16*	
..	4	2	6	1	8	51	*38*	3	*4*	1	..	55	*42*	4
..	6	1	13	3	3	77	*59*	1	*5*	2	..	80	*64*	
6	149	20	238	24	209	2,540	*2,472*	39	*55*	20	*20*	2,599	*2,545*	Total (*c*).
3	29	3	100	10	32	722	*738*	25	*26*	20	*26*	767	*790*	
8	156	31	365	25	221	2,870	*2,823*	47	*71*	23	*23*	2,940	*2,917*	Grand Total (*d*).
9	254	46	563	21	118	3,725	*3,732*	85	*58*	50	*63*	3,860	*3,853*	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

ASSAM BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	17	17	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	36	36	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	11	11	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	4	4	..	..	..	..	..	..	..	..
1. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	22	22	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	180	180	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	..	..	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	12	12	..	..		..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	..	287	287	..	..	..	..	..	..	..	..

DIX D (*iii*).

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	1	1	3	..	..	1	4	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	2	2	..	..	..	..	..	..	..	..	7 (*a*)
..	10	10	..	..	..	..	..	..	..	..	7 (*b*)
1	4	5	4	..	1	..	..	..	5	..	8 (*a*)
..	44	44	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	5	5	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	33	33	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	52	52	..	3	..	..	..	..	..	3	9 (*g*)
..	1	1	..	..	..	..	..	..	..	..	9 (*h*)
..	8	8	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	10	10	..	..	..	..	..	..	..	..	10 (*c*)
..	2	2	..	..	..	..	..	..	..	..	10 (*d*)
..	4	4	..	..	..	2	..	..	..	2	11 (*a*)
..	13	13	..	..	..	..	..	..	..	..	11 (*b*)
..	2	2	..	..	..	..	..	..	..	..	12 (*a*)
..	51	51	..	..	..	..	..	..	..	..	12 (*b*)
..	4	4	..	..	..	..	..	..	..	..	12 (*c*)
..	4	4	..	..	..	..	..	1	..	1	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	12	12	..	..	..	..	..	..	..	..	12 (*g*)
2	267	269	4	4	2	5	..	1	6	10	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

CLASS I

Class of accident.	BENGAL-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	24	24	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	3	1	4	..	57	2	5	..	..	2	62
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	55	56	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . .	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	3	3	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	69	69	..	..	..	..	..	..	..	..
(2) other causes	..	77	77	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	2	2	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	1	1	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear . .	..	120	120	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	35	35	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	163	163	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	17	17	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossing.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	12	12	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	28	28	..	1	..	3	..	2	..	6
Total .	4	610	614	..	58	2	8	..	2	2	68

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1935-36 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	2	2	..	..	1	1	..	..	1	1	1
..	2	2	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	15	15	..	..	..	..	..	..	..	..	7 (*a*)
..	3	3	..	..	..	..	..	..	..	..	7 (*b*)
..	29	29	..	..	..	..	..	..	..	..	8 (*a*)
..	584	584	..	..	..	..	..	..	..	..	8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	33	33	..	..	..	..	..	..	..	..	9 (*a*) 2
..	30	30	..	..	..	..	..	..	..	..	9 (*b*) 1
..	83	83	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	160	160	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	62	62	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
..	3	3	..	..	..	..	..	..	..	..	10 (*c*)
..	4	4	..	..	..	..	..	..	..	..	10 (*d*)
..	8	8	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	799	799	..	..	..	..	..	..	..	..	12 (*b*)
..	8	8	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	4	4	..	..	..	..	..	..	..	..	12 (*f*)
..	16	16	..	..	..	..	..	..	..	..	12 (*g*)
..	1,857	1,857	..	..	1	1	..	..	1	1	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

BURMA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	..	14	14	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	11	11	..	..	..	..	.	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	31	31	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear. .	..	*69	69	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	4	4	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	6	5	11	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	9	9	..	..	..	1	..	2	..	3
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	6	497	503	..	..	..	3	..	..	..	3
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	12	12	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	11	11	..	..	..	..	1	3	1	3
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	9	9	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	17	17	..	..	..	6	..	..	..	6
Total .	16	700	716	..	..	..	10	1	5	1	15

*Includes one failure in 1934-35 reported too late for inclusion in last return.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
..	..	..	..	..	..	..	..	..	..	..	1
2	..	2	..	1	4	3	..	..	4	4	2
1	..	1	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
14	..	14	1	11	..	4	..	..	1	15	7 (*b*)
..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
1	21	22	..	..	..	..	..	..	..	..	8 (*b*)
..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
..	13	13	..	..	..	..	..	..	..	..	9 (*a*) 2
..	5	5	..	..	..	..	..	..	..	..	9 (*b*) 1
..	35	35	..	..	..	..	..	..	..	..	9 (*b*) 2
..	2	2	..	..	..	..	..	..	..	..	9 (*c*)
..	1	1	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	110	110	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	19	19	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
4	..	4	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
6	..	6	..	..	..	..	..	..	..	..	11 (*a*)
..	5	5	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	140	140	..	..	..	..	..	..	..	..	12 (*b*)
11	3	14	..	..	..	..	..	1	..	1	12 (*c*)
10	1	11	..	..	..	..	3	8	3	8	12 (*d*)
1	..	1	..	..	..	..	..	..	..	..	12 (*e*)
14	..	14	..	..	..	..	..	..	..	..	12 (*f*)
1	6	7	..	..	..	2	..	..	..	2	12 (*g*)
65	372	437	1	12	4	9	3	9	8	30	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — East Indian. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	3	..	2	..	..	..	5
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	2	2	..	3	..	..	..	..	..	3
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	2	2	..	2	..	2	..	..	..	4
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	25	26	..	..	..	31	..	..	..	31
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	15	15	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Other causes	..	3	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	32	32	..	..	..	..	..	..	..	..
(*b*) other causes	..	562	562	..	..	1	2	..	..	1	2
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes . . .	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	39	39	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	8	8	..	..	..	..	..	..	..	..
(2) other causes	..	185	185	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	4	4	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . .	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	680	680	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	1	1	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	47	47	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	1	2	1	2
(*c*) The flooding of portions of permanent-way .	1	3	4	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	3	3	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	6	6	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	13	13	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	1,175	1,175	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	7	7	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	2	6	8	..	..	..	..	6	24	6	24
(*e*) Train wrecking	1	1	2	..	..	1	4	..	..	1	4
(*f*) Attempted train wrecking . . .	3	13	16	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	71	71	..	..	..	4	..	..	..	4
Total .	8	2,920	2,928	..	8	2	50	7	26	9	84

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	6	6	..	..	..	2	..	..	..	2	1
1	10	11	..	..	..	4	..	..	..	4	2
..	4	4	..	..	..	..	..	..	..	..	3
1	16	17	..	..	1	8	..	1	1	9	4
..	63	63	..	..	..	4	..	1	..	5	5
..	15	15	..	..	..	8	..	..	..	8	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	18	18	..	..	..	2	..	..	..	2	7 (*b*)
..	5	5	..	..	..	..	..	..	..	..	8 (*a*)
..	430	430	..	..	..	1	..	..	..	1	8 (*b*)
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
..	55	55	..	..	..	..	..	..	..	..	9 (*a*) 2
..	25	25	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*629	629	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	3	3	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	403	403	..	..	..	..	..	..	..	..	9 (*g*)
..	33	33	..	..	..	..	..	..	..	..	9 (*h*)
..	29	29	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	6	6	..	..	..	..	..	..	..	..	10 (*d*)
..	91	91	..	..	..	..	..	..	..	..	11 (*a*)
..	5	5	..	..	..	..	..	..	..	..	11 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	1,441	1,441	..	..	..	..	..	..	..	..	12 (*b*)
..	11	11	..	..	..	1	..	..	..	1	12 (*c*)
1	8	9	..	..	..	..	1	1	1	1	12 (*d*)
..	3	3	..	..	..	..	..	..	..	..	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	43	43	..	1	..	..	..	..	..	1	12 (*g*)
3	3,357	3,360	..	1	1	30	1	3	2	34	Total.

H1CRAccts

* Includes 384 Electrical Multiple units failures on suburban service.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accidents.	CLASS 1											
	JODHPUR.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	8	..	8	..	..	..	4	..	..	..	4
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	1	4	5	..	..	..	..	..	1	..	1
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	5	5	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	15	15	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes.	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	15	15	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	14	14	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	5	2	7	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	107	107	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	3	3	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total . .	14	175	189	..	..	..	4	..	1	..	5

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..		2
..	..	..	..	..	..	..	..	..	..	..	3
1	11	12	..	..	1	..	..	..	1	..	4
..	—	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	1	..	..	..	1	6
5	..	5	..	—	..	..	..	..	..	..	7 (*a*)
2	..	2	..	2	..	1	..	..	..	3	7 (*b*)
..	17	17	..	..	..	..	..	..	..	..	8 (*a*)
..	7	7	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	32	32	..	..	..	..	..	..	..	..	9 (*a*) 2
..	25	25	..	..	..	..	..	..	..	..	(*b*) 1
..	52	52	..	..	..	..	..	..	..	..	(*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	9	11	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
1	20	21	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	28	28	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
9	..	9	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
4	12	16	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	7	7	..	..	..	..	..	..	..	..	12 (*a*)
..	990	990	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
7	1	8	..	..	..	..	2	..	2	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
19	..	19	..	..	..	..	—	..	..	..	12 (*f*)
..	4	4	..	..	..	1	..	..	..	1	12 (*g*)
59	1,220	1,270	..	2	1	3	2	..	3	5	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I											
	NIZAM'S STATE.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	2	..	2	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	2	..	..	..	2
(*b*) other causes	..	16	16	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	9	9	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	2	2	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	3	3	..	..	..	..	..	..	..	..
(2) other causes	..	37	37	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	2	2	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	73	73	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	8	8	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	265	265	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	1	..	1	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	2	..	2	..	..	..	..	..	..	..	..
(*e*) Train wrecking.	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	3	..	3	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	1	1	..	..	..	..	..	..	..	..
Total	8	431	439	..	..	..	2	..	..	..	2

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents, (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
1	..	1	..	..	..	..	..	..	..	..	1
3	..	3	..	..	..	1	..	..	..	1	2
1	..	1	..	..	..	..	..	..	..	..	3
..	1	1	..	..	..	..	1	..	1	..	4
..	1	1	..	..	..	1	..	..	..	1	5
..	2	2	..	..	..	3	..	..	..	3	6
5	..	5	..	..	..	..	..	..	..	..	7 (*a*)
31	1	32	..	..	..	..	..	..	..	..	7 (*b*)
..	295	295	..	..	..	..	..	..	..	..	8 (*a*)
..	757	757	..	..	..	..	..	..	..	..	8 (*b*)
..	44	44	..	..	..	..	..	..	..	..	9 (*a*) 1
..	8	8	..	..	..	..	..	..	..	..	9 (*a*) 2
..	69	69	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*88	88	..	..	..	..	..	..	..	..	9 (*b*) 2
1	..	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	73	73	..	..	..	..	..	..	..	..	9 (*g*)
..	279	279	..	..	..	..	..	..	..	..	9 (*h*)
..	49	49	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	19	19	..	..	..	..	..	..	..	..	10 (*c*)
1	..	1	..	..	..	..	..	..	..	..	10 (*d*)
1	3	4	..	..	..	..	..	..	..	..	11 (*a*)
..	2	2	..	..	..	..	..	..	..	..	11 (*b*)
..	7	7	..	..	..	..	..	..	..	..	12 (*a*)
..	861	861	..	..	..	..	..	..	..	..	12 (*b*)
2	19	21	..	..	3	1	..	..	3	1	12 (*c*)
12	5	17	..	..	..	..	4	11	4	11	12 (*d*)
1	1	2	..	..	..	..	..	..	..	..	12 (*e*)
.	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	53	53	..	..	..	..	..	..	..	..	12 (*g*)
59	2,640	2,699	..	..	3	6	5	11	8	17	Total.

* Includes one failure of rail motor and five of steam coaches.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — ROHILKUND AND KUMAON. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.	*Railway servants.* Injured.	*Other persons.* Killed.	*Other persons.* Injured.	*Total.* Killed. (Cols. 205, 207 & 209.)	*Total.* Injured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	1	..	1	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Other causes	3	10	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	3	3	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	13	13	..	..	..	..	..	..	..	..
(*h*) Other rolling stock failures	..	1	1	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	1	1	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	81	81	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	1	1	..	..	..	..	..	..	..	..
(*e*) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	1	14	15	..	..	..	1	..	..	..	1
Total	7	135	142	..	..	..	1	..	..	..	1

DIX D *(iii)—contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols. 216, 218 & 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	.	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
4	..	4	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	3	3	..	..	..	..	..	..	..	..	8 (*b*)
..	7	7	..	..	..	..	..	..	..	..	9 (*a*) 1
..	67	67	..	..	..	..	..	..	..	..	9 (*a*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*b*) 1
..	43	43	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
6	1	7	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
46	129	175	..	..	..	..	..	..	..	..	9 (*g*)
.	107	107	..	..	..	..	..	..	..	..	9 (*h*)
11	..	11	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
3	3	6	..	..	..	..	..	..	..	..	10 (*c*)
2	..	2	..	..	..	..	..	..	..	..	10 (*d*)
2	..	2	..	..	..	..	..	..	..	..	11 (*a*)
..	1	1	..	..	..	..	..	.	..	..	11 (*b*)
15	..	15	..	..	..	..	..	..	..	..	12 (*a*)
..	2,223	2,223	..	..	..	..	..	..	..	..	12 (*b*)
22	..	22	..	..	..	..	..	1	..	1	12 (*c*)
7	..	7	..	..	..	..	1	4	1	4	12 (*d*)
2	..	2	..	..	..	6	..	.	..	6	12 (*e*)
1	..	1	..	..	..	..	..	.	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
121	2,587	2,708	..	..	..	6	1	5	1	11	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	Total Class I								
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	*Passengers.*		*Railway servants.*		*Other persons.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	1	10	11	..	3	1	5	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	8	14	22	..	5	5	11	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	7	9	..	2	..	2	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	88	92	..	..	2	39	1	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	70	70	..	..	..	5	..	1
6. Collisions between light engines	..	37	37	..	..	..	17	..	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	13	19	32	..	..	..	..	..	..
(*b*) Other causes	66	36	102	1	70	2	16	..	..
8. Other derailments—									
(*a*) Due to trains running in the wrong direction through points.	1	388	389	4	..	1	2	..	..
(*b*) Other causes	6	2,524	2,530	..	..	1	3	..	1
9. Failure of engines and rolling stock—									
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	77	77	..	..	..	..	..	..
(2) machinery, springs, etc.	..	283	283	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	243	243	..	..	..	..	..	..
(2) other causes	..	1,311	1,311	..	..	..	..	..	..
(*c*) The failure of tyres	1	10	11	..	..	..	..	..	..
(*d* Ditto wheels	..	4	4	..	..	..	..	..	..
(*e*) Ditto axles	8	24	32	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	8	8	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	47	1,952	1,999	..	3	..	..	..	..
(*h*) Other rolling stock failures	..	426	426	..	..	..	..	..	..
10. Failure of permanent-way—									
(*a*) Broken rails	11	293	304	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	2	2	..	..	..	..	1	2
(*c*) The flooding of portions of permanent-way.	28	46	74	..	..	..	..	..	..
(d) Slips in cuttings or embankments	3	29	32	..	..	..	..	..	..
11. Fires—									
(*a*) Fire in trains	13	136	149	..	..	..	3	..	2
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	58	58	..	..	..	..	..	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	15	34	49	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	6	8,973	8,979	..	..	..	3	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	36	90	126	..	..	3	2	..	2
(*d*) Trains running over obstructions or vehicles at level-crossings.	41	37	78	..	..	..	..	18	52
(*e*) Train-wrecking	5	5	10	..	..	1	10	..	..
(*f*) Attempted train-wrecking	40	59	99	..	..	..	..	..	..
(*g*) Miscellaneous	2	265	267	..	2	..	17	..	2
Total	357	17,558	17,915	5	85	16	135	20	63

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*		CLASS II RAILWAYS.												
		BARSI LIGHT.			BENGAL DOOARS			BHAVNAGAR STATE.			BIKANER STATE.			
Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 237 and 238.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 240 and 241.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 243 and 244.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 246 and 247.)	Serial No of class of accidents (See colums No. 225.)
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)													
235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
1	8	..	..	..	..	..	..	..	..	..	..	..	..	1
5	16	..	..	..	..	1	1	..	..	..	..	..	..	2
..	4	..	..	..	..	..	..	..	..	..	..	..	..	3
3	40	..	..	..	..	..	..	..	..	..	..	..	..	4
..	6	..	..	..	..	..	..	..	..	..	..	..	..	5
..	17	..	..	..	..	..	..	1	..	1	..	1	1	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
3	86	4	..	4	..	..	..	..	..	..	6	..	6	7 (*b*)
5	2	..	..	..	..	..	..	..	..	..	..	1	1	8 (*a*)
1	4	..	20	20	..	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	8	8	..	..	..	9 (*a*) 1
..	..	..	..	..	..	..	..	..	13	13	..	..	..	9 (*a*) 2
..	..	..	4	4	..	1	1	..	..	..	2	1	3	9 (*b*) 1
..	..	..	7	7	..	4	4	..	..	..	3	1	4	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	3	..	3	3	..	1	1	..	..	..	1	..	1	9 (*g*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	4	4	10 (*a*)
1	2	1	1	2	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	1	..	1	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	2	..	2	10 (*d*)
..	5	..	..	..	..	..	..	1	..	1	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	1	1	..	..	..	11 (*b*)
..	..	..	2	2	..	..	..	..	..	..	..	..	..	12 (*a*)
..	3	..	45	45	..	4	4	..	59	59	..	57	57	12 (*b*)
3	4	..	3	3	..	..	..	..	1	1	..	..	..	12 (*c*)
18	52	..	..	..	1	..	1	..	..	..	..	..	..	12 (*d*)
1	10	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	21	..	..	..	..	..	..	..	..	..	1	4	5	12 (*g*)
41	283	6	85	91	1	13	14	2	82	84	15	69	84	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols 251 and 252.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 254 and 255.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 257 and 258.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	105	..	105	..	..	..	1	1	2	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	1
(b) Other causes	37	..	37	..	..	..	..	18	18	..	11
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	1
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	4	4	..	26	26	..	..
(c) The failure of tyres	..	5	5	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	8	8	..	..	..	..	..	..	..	1
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	11	11	..	1
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent way.	4	..	4	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	3	31	34	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	5	5	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	5	5	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	1	1	..	..
(b) Trains running over cattle on the line.	..	3	3	..	22	22	..	82	82	..	14
(c) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	44	44	..	4
(d) Trains running over obstructions or vehicles at level crossings	..	..	..	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	..	..	..	..	..	..	40	40	..	2
Total	149	49	198	..	26	26	1	233	234	..	35

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 269 and 270.)	Serial No. of class of accidents. (See colums No. 250.)
262	263	264	265	266	267	268	269	270	271	272
..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	2	2	5
..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	1	..	1	7 (*a*)
..	..	..	..	..	..	..	..	..	..	7 (*b*)
1	..	..	..	..	..	..	..	5	5	8 (*a*)
11	..	7	7	..	..	..	..	4	4	8 (*b*)
1	..	..	..	..	3	3	..	2	2	9 (*a*) (1)
..	..	..	..	..	..	..	..	4	4	9 (*a*) (2)
..	..	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	1	1	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	9 (*d*)
1	..	..	..	..	1	1	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	7	7	..	..	..	9 (*h*)
1	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	2	..	2	10 (*c*)
..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	1	1	12 (*a*)
14	..	36	36	..	21	21	1	15	16	12 (*b*)
4	..	..	..	..	2	2	..	..	..	12 (*c*)
..	..	..	..	..	2	2	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	12 (*f*)
2	..	1	1	..	..	..	..	..	..	12 (*g*)
35	..	45	45	..	36	36	4	33	37	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II					
	MYSORE RAILWAYS.			SHAHDARA (DELHI). SAHARANPUR LIGHT.						*Passengers.*		*Railway servants.*
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 274 and 275.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 277 and 278.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 280 and 281.)	Killed.	Injured.	Killed.
273	274	275	276	277	278	279	280	281	282	283	284	285
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	1	1	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	2	2	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	2	2	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	1	1	2	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	..	1	..	..	..
(*b*) Other causes	..	..	..	..	..	..	116	1	117	..	..	..
8. Other Derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	7	7	..	..	..
(*b*) Other causes	..	..	..	..	2	2	37	62	99	..	..	..
9. Failure of engines and rolling-stock—												
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes	..	..	..	..	1	1	..	15	15	..	..	..
(2) machinery, springs, etc.	..	..	..	..	3	3	..	20	20	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes	..	3	3	..	..	..	2	9	11	..	..	..
(2) other causes	..	5	5	..	..	..	3	48	51	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	5	5	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	2	2	..	12	12	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	10	10	..	2	2	1	16	17	..	..	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	9	9	..	..	..
10. Failure of permanent way —												
(*a*) Broken rails	..	..	..	..	1	1	..	17	17	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	1	1	2	..	..	..
(*c*) The flooding of portions of permanent-way.	..	..	..	..	..	..	7	..	7	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	5	31	36	..	..	..
11. Fires—												
(*a*) Fire in trains	..	..	..	..	..	..	1	5	6	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	6	6	..	..	..
12. Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	1	1	..	5	5	..	..	..
(*b*) Trains running over cattle on the line.	..	103	103	..	2	2	1	463	464	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	3	3	..	58	58	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	1	2	3	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	1	49	50	..	..	..
Total	..	124	124	..	17	17	178	847	1,025	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1935-36 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways.					Total Class III Railways.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 291 and 292.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 273.)
Injured.	Killed.	Injured.	Killed. (Cols. 283, 285 and 287.)	Injured. (Cols. 284, 286 and 288.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 294, 296 and 298.)	Injured. (Cols. 295, 297 and 299.)	
286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	14	..	14	..	2	..	..	..	5	..	7	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	11	7	18	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	5	42	47	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	..	17	17	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	5	3	8	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	3	6	9	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	1	7	8	..	..	..	..	..	..	..	..	12 (*a*)
..	73	70	73	70	5	90	95	..	..	..	..	4	..	4	..	12 (*b*)
..	..	..	..	..	3	14	17	..	..	..	..	..	..	..	..	12 (*c*)
..	1	..	1	..	1	3	4	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	2	6	8	..	..	..	..	..	1	..	1	12 (*g*)
..	74	70	74	70	54	220	274	..	2	..	..	4	6	4	8	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- distinguishing between the different classes of accidents and the number of passengers, railway

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 304 and 306.)		TOTAL ALL *Passengers.* Killed.		Injured.	
303	1935-36. 304	*1934-35.* 305	1935-36. 306	*1934-35.* 307	1935-36. 308	*1934-35.* 309	1935-36. 310	*1934-35.* 311	1935-36. 312	*1934-35.* 313
1. Collisions between passenger trains or parts of passenger trains.	1	*1*	11	*6*	12	*7*	..	..	3	*1*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	22	*19*	16	*13*	38	*32*	..	..	7	*16*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	..	7	*8*	9	*8*	..	..	2	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	5	*5*	88	*77*	93	*82*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	*2*	72	*49*	72	*51*	..	..	..	..
6. Collisions between light engines	1	..	38	*33*	39	*33*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	14	*10*	22	*28*	36	*38*	..	..	..	..
(*b*) Other causes	193	*161*	44	*75*	237	*236*	1	..	70	*16*
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	1	*6*	400	*418*	401	*424*	4	..	..	..
(*b*) Other causes	48	*40*	2,628	*2,753*	2,676	*2,793*	..	..	..	*1*
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	..	95	*115*	95	*115*	..	..	..	..
(2) machinery, springs, etc.	..	..	308	*441*	308	*441*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	2	..	258	*224*	260	*224*	..	..	..	..
(2) other causes	3	..	1,376	*1,182*	1,379	*1,182*	..	..	..	..
(*c*) The failure of tyres	1	..	15	*27*	16	*27*	..	..	..	..
(*d*) Ditto wheels	..	*1*	4	*5*	4	*6*	..	..	..	..
(*e*) Ditto axles	13	*8*	39	*43*	52	*51*	..	..	..	..
(*f*) Ditto brake apparatus	..	..	9	*15*	9	*15*	..	..	..	..
(*g*) Ditto couplings and draft gear	51	*42*	1,974	*1,987*	2,025	*2,029*	..	..	3	..
(*h*) Other Rolling Stock failures	..	*4*	435	*744*	435	*748*	..	..	..	..
10. Failure of Permanent way—										
(*a*) Broken rails	11	*6*	310	*317*	321	*323*	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	1	*1*	3	*4*	4	*5*	..	9	..	*4*
(*c*) The flooding of portions of permanent-way.	37	*12*	46	*95*	83	*107*	..	..	..	..
(*d*) Slips in cuttings or embankments	8	*33*	60	*19*	68	*52*	..	..	..	*7*
11. Fires—										
(*a*) Fire in trains	14	*12*	142	*170*	156	*182*	..	2	..	*5*
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	*1*	64	*32*	64	*33*	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	16	*18*	46	*54*	62	*72*	..	..	..	..
(*b*) Trains running over cattle on the line	12	*6*	9,526	*9,356*	9,538	*9,362*	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	39	*43*	162	*146*	201	*189*	..	3	..	*5*
(*d*) Trains running over obstructions or vehicles at level crossings.	43	*39*	42	*34*	85	*73*	..	..	..	*1*
(*e*) Train-wrecking	5	*3*	5	*14*	10	*17*	..	1	..	*10*
(*f*) Attempted train-wrecking	41	*44*	60	*63*	101	*107*	..	..	..	..
(*g*) Miscellaneous	5	*9*	320	*306*	325	*315*	..	..	2	*8*
Total	589	*526*	18,625	*18,853*	19,214	*19,379*	5	*15*	87	*74*

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1934-35 and 1935-36 on all railways open for traffic. servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 303.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 310, 314 and 318.)	(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols. 313, 317 and 321.)	
1935-36. 314	*1934-35.* 315	1935-36. 316	*1934-35.* 317	1935-36. 318	*1934-35.* 319	1935-36 320	*1934-35.* 321	1935-36. 322	*1934-35.* 323	1935-36 324	*1934-35.* 325	326
1	..	5	*4*	..	..	..	..	1	..	8	*5*	1
5	..	11	*11*	..	..	5	*1*	5	..	23	*28*	2
..	..	2	..	..	..	..	..	..	..	4	..	3
2	..	39	*21*	1	*1*	1	*1*	3	*1*	40	*22*	4
..	*1*	5	*2*	..	*2*	1	..	..	*3*	6	*2*	5
..	..	17	*13*	..	..	..	..	..	..	17	*13*	6
..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
2	..	16	*14*	..	..	..	..	3	..	86	*30*	7 (*b*)
1	..	2	*5*	..	..	..	..	5	..	2	*5*	8 (*a*)
1	*1*	3	*8*	..	*1*	1	..	1	*2*	4	*9*	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(1)
..	..	..	*1*	..	..	..	..	..	..	..	*1*	9 (*b*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	*2*	..	..	..	..	..	..	..	*2*	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	..	..	3	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	*4*	..	*1*	*1*	..	2	..	1	*13*	2	*5*	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	*1*	..	..	..	..	..	..	..	*8*	10 (*d*)
..	..	3	*2*	..	..	2	..	..	*2*	5	*7*	11 (*a*)
..	..	..	*1*	..	..	..	..	..	..	..	*1*	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	3	..	77	*14*	70	*19*	77	*14*	73	*19*	12 (*b*)
3	*1*	2	*1*	..	..	2	*1*	3	*4*	4	*7*	12 (*c*)
..	..	..	..	19	*7*	52	*11*	19	*7*	52	*12*	12 (*d*)
1	*1*	10	*4*	..	..	..	..	1	*2*	10	*14*	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	*2*	17	*16*	..	*7*	3	*9*	..	*9*	22	*33*	12 (*g*)
16	*10*	135	*107*	98	*32*	139	*42*	119	*67*	361	*223*	Total.

APPEN

Number of persons killed or injured during the year 1935-36 on all railways open for traffic, distinguishing ***movement of vehicles used exclusively***

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 328, 330 and 332.)	Injured. (Cols. 329, 331 and 333.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols 336, 338 and 340.)	Injured. (Cols. 337, 339, and 341)
327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343
1. Ascending or descending steps at stations.	..	5	..	7	..	..	..	12	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	22	..	1	..	23	..	..	..	..	..	..	..	..
3. Falling off platforms	1	1	..	4	..	..	1	5	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	4	791	1	11	5	802	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	..	..	..	231	..	3	..	234	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	2	80	..	..	2	80	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	..	..	272	..	6	..	278	..	..	..	..	..	..	..	..
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	2	284	..	1	2	285	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	..	1	5	141	5	11	10	153	..	..	..	1	2	..	2	1
10. Stumbling whilst walking on the line or platforms.	..	8	..	143	7	15	7	166	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	1,769	..	..	..	1,769	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	..	..	..	3	..	..	..	3	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	1	985	1	5	2	990	..	..	..	3	..	..	..	3
14. Miscellaneous	1	10	8	1,867	9	31	18	1,908	..	..	..	10	..	..	..	10
Total	2	25	22	6,599	23	84	47	6,708	..	..	..	14	2	..	2	14

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents ***in which upon railways was not concerned.***

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 344, 346 and 348.)	Injured. (Cols. 345, 347 and 349.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 352, 354 and 356.)	Injured. (Cols. 353, 355 and 357.)	
344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360
..	..	..	..	..	..	..	..	..	5	..	7	..	..	..	12	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	..	..	22	..	1	..	23	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	1	1	..	4	..	..	1	5	3. Falling off platforms.
..	..	..	..	..	..	..	..	..	..	4	791	1	11	5	802	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	..	231	..	3	..	234	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	2	80	..	..	2	80	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	..	..	272	..	6	..	278	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	2	284	..	1	2	285	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	1	5	142	7	11	12	154	9. Falling off platforms, ladders, scaffolds, etc.
1	2	..	2	..	..	1	4	1	10	..	145	7	15	8	170	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	1,769	..	..	..	1,769	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	3	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	1	988	1	5	2	993	13. Working on the line or in sidings.
..	..	..	3	..	..	..	3	1	10	8	1,880	9	31	18	1,921	14. Miscellaneous.
1	2	..	5	..	..	1	7	3	27	22	6,618	25	84	50	6,729	Total.

Accidents to railway servants on ***Class I Railways****, classified in respect of primary causes, during the year 1935-36*
[The figures in this statement represent the number of railway servants

Railway system	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
361	362	363	364	365	366	367	368	369	370	371	372	373
Assam-Bengal	..	..	5	62·5	2	100·0	3	37·5	..	..	..	..
Bengal and North-Western	1	33·3	9	37·5	2	66·7	15	62·5	..	..	..	..
Bengal-Nagpur	1	12·5	1	5·88	7	87·5	16	94·1	..	..	..	..
Bombay, Baroda and Central India.	8	53·3	186	82·7	7	46·7	30	13·3	..	..	9	4·00
Burma	5	55·6	69	92·0	4	44·4	6	8·00	..	..	..	..
Eastern Bengal	5	26·3	38	42·7	14	73·7	49	55·1	..	..	2	2·25
East Indian	42	93·3	534	99·4	2	4·44	..	..	1	2·22	3	0·56
Great Indian Peninsula	17	73·9	659	96·5	6	26·1	15	2·20	..	..	9	1·32
Jodhpur	1	100·0	..	..	..	..	5	100·0	..	..	..	..
Madras and Southern Mahratta	3	75·0	163	90·6	1	25·0	17	9·44	..	..	..	..
Nizam's State	5	62·5	25	62·5	3	37·5	15	37·5	..	..	..	..
North Western	19	100·0	343	99·4	..	..	2	0·58	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	1	100·0	3	100·0	..	..	..	..
South Indian	3	100·0	26	83·9	..	..	5	16·1	..	..	..	..
Total	110	68·8	2,058	91·0	49	30·6	181	8·00	1	0·63	23	1·02

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed. 374	Percentage of total. 375	Injured. 376	Percentage of total. 377	Killed. 378	Percentage of total. 379	Injured. 380	Percentage of total. 381	Killed. (Cols. 362, 366, 370, 374 and 378.) 382	Injured. (Cols. 364, 368, 372, 376 and 380.) 383	384
..	..	..	..	..	..	..	..	2	8	Assam-Bengal.
..	..	..	..	..	..	..	..	3	24	Bengal and North-Western.
..	..	..	..	..	..	..	..	8	17	Bengal-Nagpur.
..	..	..	..	..	..	..	..	15	225	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	9	75	Burma.
..	..	..	..	..	..	..	..	19	89	Eastern Bengal.
..	..	..	..	..	..	..	..	45	537	East Indian.
..	..	..	..	..	..	..	..	23	683	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	5	Jodhpur.
..	..	..	..	..	..	..	..	4	180	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	8	40	Nizam's State.
..	..	..	..	..	..	..	..	19	345	North Western.
..	..	..	..	..	..	..	..	1	3	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	3	31	South Indian.
..	..	..	..	..	..	..	..	160	2,262	Total.

APPEN

Number of accidents which occurred during the year 1935-36 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
385	386	387	388	389	390	391	392	393	394
(*a*) Total number of accidents..	..	2	14	51	2,063	74	398	1,916	1,365
(*b*) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	..	..	1	..	1	6	..
	Injured ..	..	3	47	2,062	66	390	1,896	1,365
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	1	..	1	..	..	..	..	..
	Injured ..	1	1	..	..	..	..	..	..
Total (*b*) ..	Killed ..	1	..	1	1	..	1	6	..
	Injured ..	1	4	47	2,062	66	390	1,896	1,365
(*c*) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	12	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	1	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
Total (*c*) ..	Killed ..	..	1	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	1	13	..
(*d*) GRAND TOTAL = (*b* + *c*)	Killed ..	1	1	2	1	..	1	6	..
	Injured ..	1	4	47	2,062	66	391	1,909	1,365

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 401, 402 and 403).	No. of accidents and No. of persons killed and injured.	
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.						
395	396	397	398	399	400	401	402	403	404	405	
..	506	668	737	6	324	8,124	67	..	8,191	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	2	..	..	..	..	10	..	..	10	Killed	1
..	504	668	737	6	323	8,067	67	..	8,134	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	2	..	..	2	Killed	5
..	..	..	..	..	..	2	..	..	2	Injured	
..	2	..	..	..	..	12	..	..	12	Killed	Total (*b*).
..	504	668	737	6	323	8,069	67	..	8,136	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	.	..	13	..	..	13	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	1	1	..	..	1	Killed	3
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	1	3	..	..	3	Killed	Total (*c*).
..	..	..	..	..	..	14	..	..	14	Injured	
..	2	..	..	..	1	15	..	..	15	Killed	Grand Total (*d*)
..	504	668	737	6	323	8,083	67	..	8,150	Injured	

APPEN-

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	204	97·1	842	95·7	2·85	5,776	87·9	2·29
Bengal and North-Western	3′ 3⅜″	392	71·7	1,571	66·7	13·6	12,229	*Nil*	0·83
Bengal Nagpur	5′ 6″	670	99·9	1,164	95·9	4·12	23,119	75·7	24·3
	2′ 6″	115	93·0	433	91·2	*Nil*	1,989	87·0	0·10
Bombay, Baroda and Central India.	5′ 6″	363	100·0	‡940	100·0	*Nil*	9,963	92·3	4·93
	3′ 3⅜″	461	100·0	1,469	99·9	0·07	9,301	34·7	11·5
	2′ 6″	26	*Nil*	68	*Nil*	*Nil*	329	*Nil*	*Nil*
Burma	3′ 3⅜″	389	99·5	1,306	86·2	5·28	9,619	41·1	1·62
Eastern Bengal	5′ 6″	302	100·0	1,037	99·7	0·29	8,310	57·3	42·1
	3′ 3⅜″	212	100·0	1,001	87·7	12·3	5,596	36·5	2·45
	2′ 6″	10	*Nil*	48	*Nil*	*Nil*	27	*Nil*	*Nil*
East Indian	5′ 6″	1,584	99·2	3,413	98·7	1·05	51,285	77·7	19·9
Great Indian Peninsula	5′ 6″	728	100·0	2,105	100·0	*Nil*	19,506	92·2	7·40
	2′ 6″	22	*Nil*	52	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	107	77·6	335	82·1	3·28	2,689	4·06	1·26
Madras and Southern Mahratta.	5′ 6″	301	99·3	980	97·4	2·55	6,453	80·7	19·2
	3′ 3⅜″	355	74·9	1,108	87·1	5·78	7,875	3·01	41·8
Nizam's State	5′ 6″	85	100·0	192	99·0	1·00	2,286	74·7	23·3
	3′ 3⅜″	87	85·1	191	100·0	*Nil*	1,501	33·8	1·13
North Western	5′ 6″	1,240	99·2	3,783	99·0	0·92	29,241	91·9	8·02
	2′ 6″	101	*Nil*	373	88·2	*Nil*	910	75·4	0·77
Rohilkund and Kumaon	3′ 3⅜″	76	69·7	227	54·2	15·9	2,959	0·91	0·30
South Indian	5′ 6″	153	100·0	450	97·3	2·67	2,511	80·3	18·8
	3′ 3⅜″	387	100·0	†1,475	93·6	4·70	6,790	4·00	3·95
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		8,381	94·5	24,598	93·0	3·13	220,577	64·8	14·1
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	§36	83·3	§122	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3⅜″	19	47·4	72	15·3	40·3	450	0·22	*Nil*
Bhavnagar State	3′ 3⅜″	37	75·7	192	90·1	7·81	1,100	0·36	1·18
Bikaner State	3′ 3⅜″	54	50·0	184	32·1	15·8	1,258	6·12	0·24
Darjeeling Himalayan	2′ 0″	35	2·90	129	100·0	*Nil*	527	100·0	*Nil*
Dibru Sadiya	3′ 3⅜″	27	96·2	64	89·0	17·1	1,208	35·5	73·3
Gaekwar's Baroda State	3′ 3⅜″	22	95·5	86	98·8	1·16	317	20·5	2·84
	2′ 6″	38	*Nil*	167	*Nil*	*Nil*	878	*Nil*	*Nil*
Gondal	3′ 3⅜″	20	100·0	110	91·8	8·18	411	0·24	3·41
Jamnagar and Dwarka	3′ 3⅜″	17	70·6	75	70·7	93·3	604	95·1	7·61
Junagad State	3′ 3⅜″	17	100·0	143	93·7	5·59	360	5·83	30·8
Morvi	3′ 3⅜″	21	90·5	118	97·5	2·54	312	3·52	5·13
Mysore	3′ 3⅜″	47	89·4	186	90·0	6·20	597	63·0	2·00
	2′ 6″	10	90·0	30	10·0	*Nil*	88	3·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	52	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	157	*Nil*	*Nil*
Total	..	416	62·7	1,732	69·9	10·7	8,605	24·8	15·7
GRAND TOTAL (CLASS I & II RLYS.).	..	8,797	93·0	26,330	91·5	3·63	229,182	63·3	14·2

† Includes 48 Trailer Coaches (Electric).

§ Includes 2 Steam Coaches.

‡ Includes 120 Trailer Coaches (Electric).

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1936.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
716	*Nil*	91·9	*Nil*	227	221	448	*Nil*	100·0	99·5	99·8	Assam Bengal.
1,354	*Nil*	100·0	60	492	78	630	100·0	48·4	100·0	54·6	Bengal and North Western.
(*b*)883	6·68	93·3	63	390	180	633	100·0	93·0	97·3	98·0	Bengal Nagpur.
(*b*)395	*Nil*	91·4	11	184	51	246	100·0	82·9	58·6	76·9	
743	*Nil*	100·0	*Nil*	286	131	417	*Nil*	94·7	69·9	80·7	Bombay, Baroda and Central India.
1,275	*Nil*	100·0	*Nil*	662	246	908	*Nil*	89·6	100·0	92·2	
68	*Nil*	33·8	*Nil*	31	23	54	*Nil*	73·8	100·0	83·1	
1,001	*Nil*	87·2	*Nil*	444	272	716	*Nil*	89·9	88·9	89·5	Burma.
769	*Nil*	100·0	5	176	227	408	100·0	77·5	68·8	72·6	Eastern Bengal.
785	*Nil*	100·0	16	325	234	575	100·0	100·0	100·0	100·0	
48	*Nil*	12·5	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	
(*c*)2,842	0·70	82·1	139	1,200	763	2,102	100·0	96·6	97·2	97·0	East Indian.
(*a*)1,335	*Nil*	100·0	1	480	353	834	100·0	81·9	77·4	80·0	Great Indian Peninsula.
50	*Nil*	100·0	*Nil*	26	20	46	*Nil*	89·7	100·0	93·9	
304	*Nil*	94·4	13	97	110	220	100·0	100·0	100·0	100·0	Jodhpur.
(*e*)717	*Nil*	92·2	*Nil*	286	258	544	*Nil*	90·5	94·5	92·4	Madras and Southern Mahratta.
(*e*)928	0·22	98·5	*Nil*	420	336	756	*Nil*	99·8	92·1	96·2	
149	23·5	76·5	*Nil*	62	23	85	*Nil*	100·0	92·0	97·7	Nizam's State.
158	42·4	57·6	*Nil*	82	22	104	*Nil*	100·0	84·6	96·3	
*2,781	*Nil*	97·9	54	1,078	839	1,971	100·0	100·0	100·0	100·0	North Western.
*311	*Nil*	81·1	8	174	51	233	100·0	100·0	100·0	100·0	
257	*Nil*	93·4	3	96	46	145	100·0	69·1	100·0	77·1	Rohilkund and Kumaon.
352	*Nil*	94·0	*Nil*	137	102	239	*Nil*	100·0	100·0	100·0	South Indian.
1,349	*Nil*	93·7	*Nil*	558	145	703	*Nil*	75·6	45·4	66·5	
35	*Nil*	100·0	*Nil*	8	4	12	*Nil*	44·4	36·4	41·4	
19,605	0·93	93·2	373	7,921	4,735	13,029	100·0	86·6	88·3	87·6	Total.
											CLASS II RAILWAYS.
§111	*Nil*	100·0	*Nil*	23	10	33	*Nil*	31·1	58·8	36·3	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	50·0	100·0	63·8	Bengal Dooars.
138	*Nil*	100·0	*Nil*	85	13	98	*Nil*	100·0	100·0	100·0	Bhavnagar State.
147	*Nil*	96·6	6	89	16	111	100·0	100·0	100·0	100·0	Bikaner State.
107	5·60	84·1	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
158	*Nil*	100·0	*Nil*	51	26	77	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
315	*Nil*	89·2	*Nil*	75	38	113	*Nil*	70·8	100·0	78·5	
91	*Nil*	100·0	*Nil*	49	15	64	*Nil*	100·0	100·0	100·0	Gondal.
54	*Nil*	100·0	*Nil*	30	*Nil*	30	*Nil*	92·5	*Nil*	92·5	Jamnagar and Dwarka.
126	*Nil*	100·0	*Nil*	57	21	78	*Nil*	100·0	77·8	92·9	Junagad State.
92	*Nil*	98·9	*Nil*	45	15	60	*Nil*	100·0	83·3	95·2	Morvi.
(*d*)278	*Nil*	96·0	*Nil*	199	*Nil*	199	*Nil*	100·0	*Nil*	100·0	Mysore.
(*d*)58	*Nil*	98·0	*Nil*	44	*Nil*	44	*Nil*	100·0	*Nil*	100·0	
(*d*)10	*Nil*	*Nil*	*Nil*	6	*Nil*	6	*Nil*	100·0	*Nil*	100·0	
53	*Nil*	100·0	3	12	2	17	100·0	28·5	100·0	36·2	Shahdara (Delhi)-Saharanpur.
1,856	0·32	95·6	12	815	178	1,005	100·0	80·2	82·8	80·9	Total.
21,461	0·88	93·4	385	8,736	4,913	14,034	100·0	86·0	88·1	87·0	GRAND TOTAL (CLASS I & II RLYS).

* Includes State Saloons, Store vans, Road vans, Medical vans and Saloons exclusively used for departmental purposes, Military, Dining and Tourist cars.

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 134 reserved cars and 63 non-passenger carrying vehicles.

(*b*) Exclude 63 Broad-Gauge and 11 Narrow Gauge Goods Vehicles, respectively, which are included in figures of columns 62 and 9, respectively, of statement 10 of B. N. Ry. (broad and narrow gauges). Also excludes 17 carriages not used for public traffic and includes 2 steam coaches in respect of Broad Gauge and 3 in respect of Narrow Gauge.

(*c*) Includes 3 steam coaches.

(*d*) Represent "Units" converted in terms of 4-wheelers in stock.

(*e*) Exclude 35 and 50 vehicles on the Broad and Metre Gauges, respectively, transferred from Goods Stock as they are not passenger carriages.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1935-36.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,448	91,792	1,815	1,43,055	109·5	0·04
Bengal and North-Western	30,922	77,647	1,611	1,10,180	52·2	0·01
Bengal Nagpur	81,850	3,98,192	19,886	4,99,928	147·4	0·03
Bombay, Baroda and Central India	2,04,164	6,42,066	18,095	8,64,325	234·2	0·05
Burma	*Nil*	73,871	4,868	78,739	38·2	0·01
Eastern Bengal	*Nil*	3,60,575	18,799	3,79,374	188·8	0·03
East Indian	*Nil*	7,25,187	54,653	7,79,840	177·6	0·03
Great Indian Peninsula	(a) *Nil*	4,12,201	17,555	4,29,756	115·3	0·02
Jodhpur	*Nil*	22,292	3,636	25,928	24·6	0·01
Madras and Southern Mahratta	2,19,114	2,99,057	10,248	5,28,419	163·7	0·04
Nizam's State	1,65,437	*	22,995	1,88,432	139·8	0·06
North Western	*Nil*	10,86,330	17,761	11,04,091	159·0	0·05
Rohilkund and Kumaon	10,000	23,172	948	34,120	59·8	0·02
South Indian	2,09,077	1,39,250	2,689	3,51,016	138·6	0·03
Total	9,70,012	43,51,632	1,95,559	55,17,203	143·8	0·03
Class II						
Barsi Light	4,300	6,091	368	10,759	53·1	0·02
Bengal Dooars	76	7,544	130	7,750	48·2	0·02
Bhavnagar State	13,653	12,222	*Nil*	25,875	84·3	0·04
Bikaner State	274	6,977	233	7,484	9·40	0·01
Darjeeling Himalayan	1,562	*Nil*	*Nil*	1,562	10·7	0·00
Dibru Sadiya	*Nil*	4,345	*Nil*	4,345	50·5	0·01
Gaekwar's Baroda State	*Nil*	10,201	202	10,403	16·0	0·01
Gondal	10,248	9,635	35	19,918	130·7	0·05
Jamnagar Dwarka	1,979	3,288	24	5,291	33·6	0·02
Junagad State	5,696	1,591	*Nil*	7,287	34·6	0·02
Morvi	8,272	1,509	*Nil*	9,781	74·0	0·02
Mysore	*Nil*	8,582	*Nil*	8,582	18·6	0·01
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,732	238	4,970	53·7	0·04
Total	46,060	76,717	1,230	1,24,007	35·0	0·02
†Class III Total	14,053	12,753	212	27,018	22·4	0·01
Grand Total	10,30,125	44,41,102	1,97,001	56,68,228	131·5	0·03

* Included in column 2.

† Does not include figures for Jessore Jhenidah Ry. as the information is not available.

(a) The payment of contribution to H. E. H. the Nizam's Government, for Crime and Order Police has been discontinued with effect from the year 1930-31 *vide* Railway Board's letter No. 2666-F. of 3rd September 1935 but the credit for the contributions already made, has not been received in this year.

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